3M MICROFILM

START OF ROLL

ROLL NO.

234

CONSTRUCTION CONTRACTS

9490 #1

OREGON DEPARTMENT OF TRANSPORTATION

1982 I-5 Fwy.-N. Greeley Ave. 9490
Sec. of N. Going St. in Portland.
(Snd. Bar., Bike/Ped. Path, Lndscp) #1

CWA 6900 11-24-78
6805 11-3-78

9490

September 26, 1979

Mr. John M. Lang, Chief
Bureau of Street and Structural Engineering
Department of Public Works
400 S.W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Lang:

The Oregon State Highway Division (State) and the City of Portland (City) entered into a Preliminary Engineering Agreement (Misc. C & A No. 6805) for the design of certain noise mitigation work through the Going Street Neighborhood.

The City has been successful in obtaining an economic Development Administration Grant to fund construction of the project, and the City engineering design and contract administration procedure has been found acceptable to the EDA.

Therefore, contrary to the aforementioned agreement, City shall prepare final plans, specifications and estimates, advertise for bids and award all contracts. The estimate for preliminary engineering services to be provided by State would be reduced approximately $5,000 by reason of this revision.

If this arrangement is acceptable to the City, please countersign this letter in the space provided and return one signed copy to Jon Rose, Metro Federal Aid Engineer.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

D. H. Moehring
Assistant State Highway Engineer
Oregon Department of Transportation

MCH:pf

By _____
John M. Lang, Chief
Bureau of Street and Structural Engineering

N
M

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

September 18, 1979

ODOT-Metro
5821 NE Glisan
Portland, Oregon 97213

Attn: Jon Rose

Re: Going Noise Mitigation Project

Dear Mr. Rose:

Contrary to the preliminary engineering agreement (No. 17568) for the subject project, we would like to change responsibilities for award of the construction contract and preparation of plans and specifications from the State to the City. The reason for this is that the construction funding for the project is through an Economic Development Administration Grant awarded to the City.

The City's engineering design and contract administration procedure is acceptable to EDA.

We request the State's concurrence in the above and that the State provide us with another estimate of their preliminary engineering costs.

Very truly yours,

John M. Lang, Chief
Bureau of Street and Structural Engineering

JML:RWT:lj

MA PDM PDE TSE SPC
ODOT - METRO
SEP 19 1979
AM PPS FILE: T/A

From Metro JON ROSE | Date 9/20/79

To BOZ SWAN

(Program Mgmt) Traffic Region 1

Comments: If ODOT has no responsibility to EDA or to FHWA for administration of construction, Metro has no objection to the City's proposal Please consider the City's request.

Jon Rose

9490

STATE OF OREGON

INTER-OFFICE MEMO

Portland

METRO - ODOT — DEPT.

238-8226 — TELEPHONE

TO: DISTRIBUTION

DATE: September 4, 1979

FROM: DON ADAMS
Project Development Manager

SUBJECT: Increase in Funding Approval
Greeley/I-5 Section
City of Portland
Multnomah County
Prefix 326-1987

MSD has approved an additional $85,000 FAU ff for the Greeley/I-5 connection preliminary engineering.

R.N. Bothman had requested work be stopped until an increase in funds was approved. Now, with this approval, the work may recommence.

DISTRIBUTION

J.H. VERSTEEG, Road Design Engineer
D.H. MOEHRING, Assistant State Highway Engineer
L.E. GEORGE, Traffic Engineer
F.E. TERPIN, Location Engineer

REFERRED TO
Beard — Stoudenmeyer
Col — Sample
Eriksen — Watson
Hager — Dorn — Leu
Return — Discuss — Do — File Copy — Due
BY FINAL DESIGN ENGINEER

cc: R.N. Bothman
M.J. Klotz
J.D. McClure
K.D. Limbocker
C.H. Duval
D.E. Fantz

MJK:js

Versteeg
Anderson
Christenson
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 05 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

9490

ENVIRONMENTAL SECTION
May 25, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Maury Payne
Jef Kaiser
Wally Bryant
Glen Green

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
(206) 442-7285

May 18, 1979

RECEIVED
TECHNICAL SERVICES
MAY 29 '79
REFER TO
FOH
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Going Street Noise Mitigation Project, City of Portland, Multnomah County, Oregon.

We were unable to submit these comments during the published comment period due to delays in our review process. We thank the Oregon Department of Transportation for allowing us to submit these comments at this time, and hope they will be useful to you in the preparation of the Final EIS and any future EIS's.

This Regional Office reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also to assess: (1) the adequacy of the EIS's broad consideration of energy use, (2) the type and nature of energy use, and (3) the consideration given to energy conservation/efficiency.

We found a qualitative discussion of energy issues but no quantitative comparison of the alternatives on the basis of energy consumption and efficiency. We believe that this is the proper treatment energy issues should receive in an EIS. We therefore commend the EIS for its thoughtful discussions and comparisons of energy impacts; however, we believe that a quantitative comparison in the EIS might make it a more useful document.

For example, an estimate of the initial energy investment for the construction in alternatives B,C, and D should be included in the Final EIS. Using general conversion factors linking construction costs with direct and indirect energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-79, attached), this Office estimated the energy

consumption associated with construction materials and construction activities for each alternative under consideration. These estimates follow:

Alternative	A	-	None
Alternative	B	-	270 billion Btu
Alternative	C	-	60 billion Btu
Alternative	D	-	45 billion Btu

These figures take into account the "indirect" energy consumption required to create, process, and handle construction materials before they are delivered to the construction site, as well as the "direct" energy use that takes place on-site. Although these figures are rough estimates only, they should provide for valid relative comparisons of the alternatives.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We are especially appreciative of your treatment of energy use as one of the areas of significant environmental impact considered in the EIS, and your use of energy considerations in the decision-making process. We hope our comments will be helpful to your in the preparation of the Final EIS, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Robert B. Hackman
Office of Assessment & Integration

Enclosure

cc: Lee Johnson, Director, External Affairs Staff Region X, DOE

Dr. Robert Stern, Director, Division of NEPA Affairs, Office of the Assistant Secretary for Environment, NDOE

F.A. Leone, Director, Division of NEPA Affairs Office of the Assistant Secretary for Environment, NDOE

Paul Brumby, Director, Federal Programs Office, Office of the Assistant Secretary for Conservation and Solar Applications, NDOE

Stan Springer, Environmental Review Section, Washington State Department of Ecology, Olympia, Washington

Mary Anderson, Local Government Energy Program Coordinator, Washington State Energy Office, Olympia, Washington

9490

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

MAY 11 1979

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental statement for Going Street Noise Mitigation Project, Portland, Multnomah County, Oregon.

We compliment the Federal Highway Administration for their identification of historic resources in the Going Street project area. However, pursuant to Section 4(f) of the Department of Transportation Act, and because of the local significance attributed to several of the properties within the project area, we would expect the opportunity to review a Section 4(f) statement for this involvement. It is our opinion that a draft Section 4(f) statement should be prepared and circulated so that the impact on these properties may be adequately evaluated. We suggest that the Section 4(f) statement include photos of the existing historic properties and a map indicating the places to where they could be relocated if moving the properties becomes necessary.

As this Department has a continuing interest in the project, we would be willing to cooperate and provide technical assistance in further project assessment and in development of additional documentation for review. The field office assigned responsibility for overall coordination and technical assistance on this project is: Regional Director, Heritage Conservation and Recreation Service, Northwest Region, Federal Building, Room 990, Seattle, Washington 98174. Phone (206) 442-4706; FTS 8-399-4706.

Sincerely yours,

LARRY E. MEIEROTTO

Assistant Secretary of the Interior

NOTED
F. B. KLABOE

RECEIVED
DOT DIRECTOR
MAY 14 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

cc: Mr. Robert A. Burco
Director, Oregon
Department of Transportation
State Highway Building
Salem, Oregon 97310

Copys:
Coulter
Bothman
5-14
bn

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

MAY 11 1979

NOTED
E. S. HUNTER

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental statement for Going Street Noise Mitigation Project, Portland, Multnomah County, Oregon.

We compliment the Federal Highway Administration for their identification of historic resources in the Going Street project area. However, pursuant to Section 4(f) of the Department of Transportation Act, and because of the local significance attributed to several of the properties within the project area, we would expect the opportunity to review a Section 4(f) statement for this involvement. It is our opinion that a draft Section 4(f) statement should be prepared and circulated so that the impact on these properties may be adequately evaluated. We suggest that the Section 4(f) statement include photos of the existing historic properties and a map indicating the places to where they could be relocated if moving the properties becomes necessary.

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Sincerely yours,

LARRY E. MEIEROTTO

Assistant Secretary of the Interior

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

cc: Mr. Robert A. Burco
Director, Oregon
Department of Transportation
State Highway Building
Salem, Oregon 97310

RECEIVED
TECHNICAL SERVICES
MAY 17'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Environmental Section
May 16, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt, Region 1
R. N. Bothman, Region
Maury Payne, Dist. 2b
Jef Kaiser, Region 1
Wally Bryant, FHWA
Glen Green, FHWA

9490

ROBERT W. STRAUB
GOVERNOR

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

May 1, 1979

ENVIRONMENTAL SECTION
MAY 3, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Maury Payne
Jef Kaiser
Wally Bryant
Glen Green

Gary A. Potter
Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR. 97310

RE: Going Street Noise
Mitigation Project
PNRS 7903 4 890

Dear Mr. Potter:

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Departments of Parks and Environmental Quality offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

Kay F. Wilcox

Kay Wilcox,
A-95 Coordinator

KW:cb

Enclosure

RECEIVED
TECHNICAL SERVICES
MAY 4 '79
REFER TO
FOR
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AN EQUAL OPPORTUNITY EMPLOYER

REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

EIRS STATE REVIEW

Project #: 7907 4 891 Return Date: APR 27 1979

ENVIRONMENTAL IMPACT REVIEW STATEMENT

1. A response is required to all projects requiring environmental review. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

(✓) No comment.

COMMENTS

Any comments on the impact on local parks should be made by the Portland Parks Bureau.

Note: Volume II of this EIS is a technical report and is available upon request

Agency _____ By _____

...RDINATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

...ve Services Division
...Environmental Quality
RECEIVED

EIS'S SHALL REVIEW

Project #: _____ Notice Date: _____

ENVIRONMENTAL IMPACT STATEMENT

1. A response is required to all notices requesting environmental review.
2. OMB A-95 (Revised) provides for a 30-day extension of time, if necessary. If you cannot respond by the above return date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement regarding this project.

( ) No comment.

REMARKS

NOTE: Volume II of this EIS is a technical report and is available upon request.

Agency _____ By Norman L. Lotto 4-20-79

Th_ Department of Environmental Qua_ty
Noise Pollution Control Section's Comments
On The Draft Environmental Impact Statement
For The Going Street Noise Mitigation Project
(7903-4-890)

The Draft E.I.S. for the Going Street project was well written and adequately described the noise impacts associated with Going Street. However, the following corrections should be made for the Final E.I.S.:

> The Draft did not address the soundproofing of the westernmost house on Skidmore Court south of Going Street for alternative B. This house should receive consideration for soundproofing.
>
> The Draft indicated that traffic noise was reflecting off the water tower into subarea 1. We have some concerns about how high these reflected noise levels are, what effect (if any) the barriers will have on these reflected noise levels, and what mitigation techniques are available if it is necessary to reduce these levels. The Final E.I.S. should address these concerns.

As a result of requirements in the planning process, the selection of project alternatives is somewhat arbitrary.

In reality, the best noise mitigation plan is probably a combination of all three "build" alternatives (i.e. B, C, and D). Nevertheless, alternative B comes closest to what we would like to see constructed for Going Street.

Therefore, we recommend alternative B be carried forward for analysis as the preferred alternative in the Final E.I.S., provided that this alternative be modified to include some of the street repairs outlined in alternative D and provided that it contain the maximum practical amount of soundproofing, which may include soundproofing the second story of some houses.

ENVIRONMENTAL SECTION
May 3, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Maury Payne
Jef Kaiser
Wally Bryant
Glen Green

Norman L. Jette:sjt
4/20/79

EPA/10

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

ENVIRONMENTAL SECTION
May 2, 1979

REPLY TO ATTN OF: M/S 443

APR 30 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Maury Payne
Jef Kaiser
Wally Bryant
Glen Green, FHWA

Gary A. Potter, Manager
Environmental Section
Highway Division
Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

We have completed our review of the draft Environmental Impact Statement (DEIS) for the Going Street Noise Mitigation Project. We submit the following comments for your consideration.

We strongly recommend Alternative B. The noise barrier would afford the residents of the Going Street area the most noise relief. This is the only alternative which provides outdoor as well as indoor noise abatement.

However, it appears that a noise barrier alone cannot relieve the noise problems in some sensitive areas. Traffic noise follows a direct path to receivers who can see the traffic. If the barrier is of insufficient height to block the line of sight, the annoyance potential of traffic may even increase. The DEIS indicates that some areas cannot support the weight of a barrier with sufficient height to block the line of sight from both the first and second floors. Therefore we urge that the project include soundproofing of the upper floors in these sections.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-1 (LO - Lack of Objections; 1 - Adequate Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

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We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact me or Dan Steinborn of my staff should you have questions or desire further information regarding our comments. We can be reached at (205) 442-1285 or (FTS) 399-1285.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

7490 C

Prefix: 326-1987 Portland

STATE OF OREGON

INTEROFFICE MEMO

Metro Technical Services
DEPT.

238-8231
TELEPHONE

DATE: March 22, 1979

TO: J. H. VERSTEEG
Design Engineer

FROM: MAX J. KLOTZ
Metro Technical Services Engineer

SUBJECT: Greeley I-5 Interchange
City of Portland

The subject project survey has been sent to your office for Final Design.

The City of Portland has requested two minor design changes with which we concur.

1 - Two additional curb cuts for bicycle ramps at Stations "In" 202+20 Rt & "In" 194+00 Rt

2 - Change the lane widths in the narrow section of Interstate Avenue to 11' interior lanes and 13' exterior lanes to give an additional foot of shy distance from the curbs. This is a striping change only.

If you concur with these changes please have them made in the design.

pq

cc Don Adams
Jim McClure
E. J. Dunn
D.E. Fantz
Janet Schaeffer
Steve Dotterrer

Attachment

REFERRED TO

Beard, Stoudenmeyer, Cole, Sample, Eriksen, Watson, Hager, Dorn, Lou
Return, Discuss, Do, File Copy, Due
BY FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 26 1979
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

'6-1978

STATE OF OREGON

INTEROFFICE MEMO

ODOT - METRO
DEPT.

238-8226
TELEPHONE

TO: M.J. Klotz
Technical Services Engineer

DATE: March 19, 1979

FROM: J.D. McClure
Project Development Engineer

SUBJECT: Greeley/I-5 Project
Pedestrian and Bikeway Treatment

In response to a memo from Janet Schaeffer, manager of Bicycle and Pedestrian Program, City of Portland, a meeting was held between Steve Dotterrer, Janet Schaeffer, Ken Senn and Donald Fantz. This was done to discuss recommendations for changes in the Greeley/I-5 design to better accommodate the bicyclists' needs.

The city is now assuming that Willamette Greenway pedestrian bike path will be developed with one direction on each side of Interstate Avenue south of Greeley Avenue. Their concern stems from how different types of riders use the facility. Recreational riders will generally use separated pedestrian bicycle facilities or sidewalks while commuter riders will generally ride in the traffic flow or on a separate facility provided based on the convenience.

Based on the city's request for this convenience, I recommend that two additional curb cuts be incorporated in the project. One would be necessary at approximately station "In" 202+20 Rt. to serve a temporary end of the southbound walkway. A second one would be needed at approximately station "In" 194+00 Rt. to accommodate the commuter type riders in the street with access to the two-way separated facility along Greeley Avenue. A second concern is that for the commuter type riders, a minimum shy distance is necessary to have a compatible relationship with the vehicular traffic. The cross section for Interstate Avenue sent in for final design shows 4-12 foot travel lanes with a 12-foot left turning refuge.

The outside lanes are at minimum standards, 11-foot lane and one-foot shy distance. The shy distance increases to a desirable width in either direction beyond the intersection. The city prefers the lanes be delineated with 11-foot interior lanes and 13-foot curb lanes, which I concer, since this not change our design. This would allow commuter type cyclist more compatibility with vehicular traffic.

If you concur please forward the changes to final design.

JDM/PE

cc: D.R. Adams, E.J. Dunn, D.E. Fantz, Janet Schaeffer, Steve Dotterrer

Attachment

9443

2

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO | 238-8226

DEPT. | TELEPHONE

TO: D. R. Adams
Project Development Manager

DATE: March 22, 1979

FROM: R. N. Bothman
Administrator

NOTED
H. S. COULTER

SUBJECT: Going Street Noise Mitigation Project

Discussed the subject project right-of-way acquisition with Bruce Boyd March 22. Although no formal requests have been made or discussions pursued, the assumption Bruce Boyd made (by osmosis) was that ODOT would accomplish the right-of-way acquisition.

It is my interpretation that this is not a highway project, that the project is funded by EDA and should be accomplished under those guidelines, that the noise mitigation project is in direct opposition to the Commission's noise mitigation policy which will be adopted March 27, and that at this point in time the Department is struggling to find finances for its highway program and divest itself of non-highway programs such as parks, state police, and so forth.

We should not become involved in the project any further than the PE.

RNB:ke

cc: F. B. Klaboe
Bruce Boyd

I find I can't do it.
-J.

So do F. —
HSC

4/5 cys FB Klaboe
Bothman
Boyd
Hunter

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STATE HWY ENGR
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FOR
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4440

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 21, 1979

TO Executive Department
Federal Aid Coordination Unit

FROM Gary A. Potter, Manager
Environmental Section

SUBJECT Draft Environmental Impact Statement
Going Street
Noise Mitigation Project
City of Portland
Multnomah County, Oregon

NOTED
E. S. HUNTER

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

Your reply upon receipt of this Environmental Impact Statement will be anticipated within the 45-day period established by the Federal Council of Environmental Quality Guidelines. If no response is received within this period, it will be assumed that you have no comments.

If you need additional information on this project, please contact the Environmental Section, 412 Transportation Building, Salem, Oregon 97310. Telephone 378-8486.

GAP:brl

Attachments

cc: S. L. Green, FHWA
E. S. Hunter
J. H. Versteeg
D. E. Swan
R. H. Prange
B. L. Clifford
Ed Hardt
R. N. Bothman
Bill Geibel

RECEIVED
TECHNICAL SERVICES
MAR 22 '79
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FOR
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AN EQUAL OPPORTUNITY EMPLOYER

4490

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

March 21, 1979

TO Executive Department
Federal Aid Coordination Unit

FROM Gary A. Potter, Manager
Environmental Section

SUBJECT Draft Environmental Impact Statement
Going Street
Noise Mitigation Project
City of Portland
Multnomah County, Oregon

NOTED
F. S. HUNTER

In accordance with the National Environmental Act of 1969 (Public Law 91-190) attached are copies of the Draft Environmental Statement for your review and comment.

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If you need additional information on this project, please contact the Environmental Section, 412 Transportation Building, Salem, Oregon 97310. Telephone 378-8486.

GAP:brl

Attachments

cc: S. L. Green, FHWA
E. S. Hunter
J. H. Versteeg
D. E. Swan
R. H. Prange
B. L. Clifford
Ed Hardt
R. N. Bothman
Bill Geibel

RECEIVED
TECHNICAL SERVICES
MAR 22 '79
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

AN EQUAL OPPORTUNITY EMPLOYER

449D

L

March 8, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

N. Basin Avenue-Pacific Highway
Going Street
Multnomah County
DEIS for Noise Mitigation

Attached are the approval copies and the original title sheet for your review and for your certification to the Economic Development Administration.

The document was developed under the principles outlined in our Action Plan, and has received a comprehensive, interdisciplinary review by personnel in the City of Portland, ODOT, and the FHWA.

I understand that you have agreed to obtain the EDA Regional Director's signature. We would appreciate having the original signature page returned to us by March 16 so printing may be accomplished on schedule.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

Attachments

bc F. B. Klaboe
H. S. Coulter
D. H. Moehring
G. A. Potter
R. N. Bothman

GAP:ss/ESH:ja

FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: March 7, 1979

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project M-9926(2)
Going Street Noise Mitigation
Draft EIS

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. G. A. Potter, Manager, Environmental Section

The attached letters dated February 16, 1979 and February 24, 1979, outline the understanding between FHWA and EDA regarding advancement responsibilities on this project. The EIS will be prepared for EDA under the direction of FHWA and ODOT. The documents will be signed by EDA.

Based on discussion with ODOT/Metro and the Environmental section, the documents will be processed in the same manner as a highway project with two exceptions: (1) EDA will sign the title page, and (2) the copies normally forwarded to FHWA region will be sent to EDA Region.

Distribution of the documents will be made based on a circulation list that would normally be used if this were a highway project. FHWA Region 10 office will receive a copy of the DEIS as a commenting agency. Distribution will be made by ODOT and FHWA.

In order for FHWA to certify document acceptability from a technical and procedural standpoint, it will be necessary for ODOT and FHWA to continue review of the documents during preparation. That has been done up to this point with the DEIS and I understand this to be acceptable to ODOT.

Minor details can be worked out to mutual acceptance of involved agencies as the project advances. I appreciate the cooperative spirit displayed by ODOT personnel in advancing this somewhat unusual project.

Original Signed By
E. J. VALACH
Project Development
Engineer
G. L. Green

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Attachments

cc:
Hunter (ODOT/Salem)
Bothman (ODOT/Portland)
Dotterer (Portland/Bur. of Planning)

U.S. DEPARTMENT OF COMMERCE
Economic Development Administration
1700 Westlake Avenue North
Seattle, Washington 98109
(206) 442-0596

February 26, 1979

Mr. G. L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center N. E.
Salem, Oregon 97301

Dear Mr. Green:

The Going Street Environmental Impact Statement responsibilities outlined in your letter of February 16th are acceptable to EDA. My Regional Environmentalist discussed the detailed EIS procedures with your area engineer, Mr. Christianson, on February 22 and they are essentially the same as we originally agreed to during our earlier meetings in Portland.

As you know, those meetings included all project participants including officials from the Oregon Department of Transportation and the City of Portland.

We are pleased that the EIS procedures are still on the very tight schedule originally established for the Going Street project.

Hopefully, the entire NEPA process will be completed as planned by July 5. However, we realize that some factors which are beyond your control, such as significant public reaction to the project, could delay completion and filing of the final EIS beyond the scheduled July 5 date. If this occurs, we will continue to carry the selected Going Street alternative for potential funding but we will process it for a grant in the first quarter of our next fiscal year. In other words, we plan to complete processing on all of our projects for this fiscal year by July 5. Projects ready for processing after that date will be processed for funding in our next fiscal year which starts on October 1, 1979.

Sincerely,

Phyllis Lamphere

Phyllis Lamphere
Regional Director

RECEIVED

Christianson

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

February 16, 1979
IN REPLY REFER TO
HFO.6-OR

Mrs. Phylis Lamphere, Regional Director
Economic Development Administration
U. S. Department of Commerce
1700 Westlake Avenue, North
Seattle, Washington 98109

Dear Mrs. Lamphere:

Subject: Oregon Project IX-9926(2)
Going Street Noise Mitigation
Portland, Oregon

As the result of recent discussions within the Federal Highway Administration (FHWA) regarding the subject project, we consider it necessary to define the relative understandings and responsibilities of the FHWA and the Economic Development Administration (EDA). In accordance with the verbal agreement between Mr. Christianson, FHWA, and Mr. Burr, EDA, the preliminary engineering work for this project, including necessary environmental studies, and the preparation of an environmental impact statement (EIS) is being funded by and being carried out in accordance with FHWA rules and regulations.

The City of Portland's current proposal is to apply to the EDA for financial assistance for the construction of this project. In support of its application to EDA, the City of Portland will utilize the engineering and environmental studies financed by FHWA. Since the federal agency proposing a major federal action significantly affecting the quality of the environment will be the EDA and not the FHWA, the draft and final EIS's will be submitted to the EDA for its approval and adoption. The FHWA will supervise the preparation of a draft EIS in accordance with the CEQ requirements and will forward the document to EDA for its signature. We will then circulate, receive comments, and in coordination with the EDA prepare the final EIS. This final document will again be forwarded to EDA for its approval, execution, and use in processing

the City's application. FHWA will assist EDA in distribution of the FEIS at your request. FHWA will assure that the draft and final EIS's are prepared in accordance with the applicable CEQ guidelines.

Please advise if these arrangements are acceptable.

G. L. Green

cc:
FHWA Reg. 10 (HDRA-O1O)

Bachman 326-1966 L

THE CITY OF PORTLAND OREGON

OFFICE OF CITY ATTORNEY
CHRISTOPHER P. THOMAS CITY ATTORNEY

1220 S.W. FIFTH AVE. PORTLAND, OR. 97204 503/248-4047

January 23, 1979

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INTEROFFICE MEMO

TO: Steve Dotterrer, Bureau of Planning

FROM: Ruth M. Spetter, Deputy City Attorney

SUBJECT: Going Street noise mitigation project

Dear Steve:

You are curious about the city's liability for "noise pollution as a result of vehicular traffic." You have several questions related to this issue and they are as follows:

1. "Can property owners or residents be reimbursed for noise pollution by a damage payment rather than a removal of the pollution? Michael Hogan, President of Earth Metrics, the city's consultant on the project, stated that the courts have held in airport-related cases that damage payments do not eliminate a person's right to sue, and in fact he may sue as often as he likes. Does the same situation hold for highways?"

Answer:

An action brought against the city for noise would probably be a nuisance action. Noise can be a nuisance. Thornburg v. Port of Portland, 233 Or. 178, 183, 376 P.2d 100 (1963). While it might be possible for a city to be liable for noise from vehicular traffic, I believe this would be a rare situation.

McQuillin, 6th Municipal Corporations, (3d Ed. 1969) states:

> "[T]hat which has been authorized to be done, if done as the law authorized it to be done, cannot be a nuisance."

Portland has the authority to determine where to lay its streets. City Charter Section 2-105(a)(18). So long as the city acts reasonably in determining where its streets should go, it is very likely that the property owners will have to accept whatever noise the traffic may generate. This is an inconvenience which is part of living in an industrialized society. Thornburg, 233 Or. at 184.

The reason that I hesitate to give you a definite answer is because of some recent cases, which seem to indicate the possibility of municipal liability for authorized activities.

NOTED
F. B. KLABOE

In Thornburg, the property owner claimed that the Port had "taken" her property by inverse condemnation due to the noise from airplanes which went over her land. She claimed that the noise made her land unusable. The court stated:

> ". . . the only 'property' right of the possessor of land which has any value is his ability to use and enjoy his land. . . . if the government substantially deprives the owner of the use of his land, such deprivation is a taking for which the government must pay." (Emphasis added). Thornburg, 233 Or. at 189.

The Port of Portland argued that property owners living near an airport were in a similar situation to those living near a highway or railroad and should have to bear the noise. The court acknowledged that there had been prior cases which held that nontrespassory, governmental nuisance invasions of private property are not compensable. But the court continued:

> "Granting the similarity [in situations] it must be noted, however, that the matter is one of degree. We do not decide the positions of the parties are the same.
>
> "The cases cited by the Port did not . . . hold that a nuisance so aggravated as to amount to a complete ouster or deprivation of the beneficial use of the property was not a taking. That question does not appear to have been passed upon by our court. . . . Richards v. Washington Terminal Co., did not say that the public interest demands that all governmentally approved activities . . . be endured without compensation. We have found no case which goes that far, and we doubt that the constitutional right to compensation can be so construed." (Emphasis added). Thornburg, 233 Or. at 190 and 191.

In Jacobson v. Crown Zellerbach, 273 Or. 15, 539 P.2d 641 (1975), the plaintiff complained that the defendant's use of a county road for its log trucks was causing damage to the plaintiff's home due to vibrations as the trucks passed by. Plaintiff claimed he was due some compensation. The court did not agree but stated:

> ". . . a holding that a proper use of the public road does not give rise to liability does not in all instances leave a property owner without a remedy. When government conducts or permits an activity for public purposes upon its land that is sufficiently invasive to amount to a taking of adjacent land, an action for inverse condemnation lies against the government. Thornburg . . . It is our conclusion, however, that public policy dictates that no cause of action lies against an individual member of the public who uses the public way for travel in conformance with the rules laid down therefor." (Emphasis added). Jacobson, 273 Or. at p. 19.

However, please keep in mind that before a property owner will be compensated for a taking of his property he must prove that the governmental action actually deprives him of the use and enjoyment of his land. "The proper test to determine whether there has been a compensable invasion of an individual's property rights in a case of this kind is whether the interference with use and enjoyment is sufficiently direct, sufficiently peculiar, and of sufficient magnitude to support a conclusion that the interference has reduced the fair market value of the plaintiff's land by a sum certain in money." Thornburg, 244 Or. at 73. This will not be easy to show in most cases.

If a situation arose where the city was responsible for creating a compensable nuisance, it is possible that the remedy could be for it to pay damages rather than to abate the nuisance. Such a situation would require a public benefit from the continued existence of the nuisance. 2 Nichols on Eminent Domain, §6.33 (1976)

A claim for damages for a loss of the use and enjoyment of one's property due to traffic noise, would be an inverse condemnation action. Inverse condemnation is:

> "A cause of action against a governmental defendant to recover the value of property which has been taken in fact by the governmental defendant, even though no formal exercise of the power of eminent domain has been attempted by the taking agency."

Hagman, Urban Planning and Land Development Control Law, p. 328 (1971)

In the case of Cereghino et al v. State Highway Com., 230 Or. 439, 370 P.2d 694, (1962), the plaintiffs brought an action against the state to recover damages for injury to their land caused by the construction done by the State. Plaintiffs were awarded damages plus

interest per annum. Defendant appealed assigning error to the refusal of the Court to include in the judgment a provision granting it an easement of flow over the lands.

The plaintiffs alleged that the state's construction of the highway caused water to collect on neighboring land which flood plaintiffs' land, washing away the topsoil, making it impossible to farm and depriving them of the full use and enjoyment of their property. In other words, a taking for public use without compensation. This is prohibited by Article I, §18 of the Oregon Constitution. It provides:

> "private property shall not be taken for public use . . . without just compensation; . . ."

In speaking about the judgments awarded below, the Court said:

> "It was not, therefore, the 'physical thing,' the topsoil, for example, washed away by the flooding . . ., which was 'taken' by the state, but the right or interest of the plaintiffs [to possess, use and dispose of their property]. The judgments which have been entered are by way of compensation for the depreciation in the value of the plaintiffs' lands or, to put it another way, for the permanent injury to the lands which the Court specifically found. If there should be future floodings of these lands caused by [the same] construction of the highway there could be no further recovery of damages by plaintiffs. If the works are constructed with due care and skill they are not a nuisance, and the only remedy is one for compensation, and the damages must be recovered once and for all. 1 Lewis on Eminent Domain 93, §80." Cereghino, 230 Or. at 445. (Emphasis added).

But note that:

> "Should the state change the drainage system and, as a result should there be further floodings of and permanent injury to plaintiffs' lands, that would be an additional taking for which the state could be held liable to pay compensation to plaintiffs." (Emphasis added). Cereghino, 230 Or. at 446.

In Thornburg v. Port of Portland, 244 Or. 69, 415 P.2d 750 (1966), the Court decided that plaintiff's facts actually did measure up to a taking. What damages were awarded is not clear from the case, but the language of the Court suggests a single recovery.

Steve Dotterrer
From: Ruth M. Spetter
January 23, 1979

> "If the jury finds an interference with plaintiff's use and enjoyment of his land, substantial enough to result in a loss of market value, there is a taking. If the jury determines that there has been a taking, its only concern thereafter is to fix the monetary compensation therefor." Thornburg, 244 Or. at 74.

My opinion is that recovery for sound pollution from traffic would be limited to a single recovery unless some change in the road's path was made which could be shown to have further, permanently, injured the property owner's right to the use and enjoyment of his land.

2. "If the City proposes several alternatives which reduce noise pollution, and after review the residents decide the solutions are undesirable, could later residents decide that the cure is necessary, and legally require the city to provide noise mitigation? If the city selects a less mitigating solution, could later residents demand maximum relief?'"

Answer

Unless the city has some underlying obligation, or liability, perhaps due to requirements of a federal program or compensable nuisance, I do not see how the city could be forced to create a program to mitigate noise from a roadway, nor that it could be forced to choose one program or another. If the city has the responsibility to mitigate noise, then it will also be responsible for enacting a program reasonably suited to correct any problem that it has created. This would probably be a discretionary decision and not one which could be dictated by the citizens, although they certainly might have some input into what program was finally chosen. The city might be ordered by a court to comply with citizen remedy demands, if the city were found liable for a nuisance.

3. "In some areas of the project, in order to reduce property acquisition costs and to leave maintenance responsibilities with private individuals, it may be desirable to build a wall or other noise barrier on private property. Can city and/or federal funds be used to construct something on private property?"

Answer

There is no specific prohibition in the City Charter against using public funds for construction of items on private property. However, public funds of a municipal corporation may not be used for a private

purpose. C.J.S. Municipal Corporations, §§1835 through 1840. Giving the sound barrier to the private homeowner could be construed as a use of public money for a private purpose. For this reason, and to ensure continued maintenance, I believe the city must have a property interest in the property upon which the barrier is built and retain maintenance responsibility.

Whether or not federal money may be spent to construct sound barriers on private property, it is doubtful that these barriers could then be turned over to the private homeowners. Tom Benjamin, who works in the city's federal grants program, and Stan Jones of PDC, were both of the opinion that at least an easement would have to be obtained. Please note that the federal requirements of a particular project might prohibit construction on private property and should be checked for construction restrictions.

I hope this sufficiently answers your questions. Do not hesitate to call me if you need any additional information.

Sincerely,

Ruth M. Spetter

RUTH M. SPETTER
Deputy City Attorney

RMS/fg

cc: Bob Bothman/ODOT-Metro
cc: ~~K. Ransom, Earth Metrics~~
cc: Doug Wright, Bureau of Planning

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: December 29, 1978

In reply refer to: HPD.2-OR

SUBJECT: Oregon Project M-9926(1)
N. Basin Ave.-Pacific Hwy. (Going St.)
Environmental Impact Statement
Noise Study

FROM : G. L. Green, Division Administrator

RECEIVED
ENVIRONMENTAL SECTION
JAN 2 1979

TO : Mr. Gary A. Potter, Manager
Environmental Section, ODOT
Salem, Oregon

Referred to Manager _____
Proj. Coord. _____ Res. Coord. _____
Eng. Coord. _____ Adm. Asst. _____

We have received an inquiry from your Metro office concerning Economic Development Administration questions on the development of the EIS process and FHWA's guidelines in handling the NEPA program. The following information has been compiled for your use in answering this inquiry.

The Federal Highway program is governed under Title 23 of the United States Code. Under the code the State is authorized to utilize the services of other governmental instrumentalities (see attached copy, paragraph 1.11 Engineering Services). The use of consultants is also covered under the code (see attached paragraph 771.7).

Attached is a copy of the agreement between the State and the City of Portland to perform the preliminary engineering which includes the preparation of the Environmental Impact Statement.

The guidelines for processing the EIS's are included in the Federal Highway Program Manual 7-7-2. Attached is a partial copy of the order covering the specific questions you asked.

We hope this will furnish the necessary information to proceed with the processing of the proposal through EDA.

G. L. Green
for

Attachments

ERAL MANAGEMENT AND ISTRATION

Advertising policy. The nation policy relating to the regulation outdoor advertising declared in title U.S.C. 131.

Advertising standards. The "Nation al Standards for Regulation by State of Outdoor Advertising Signs, Displa and Devices Adjacent to the Nationa System of Interstate and Defens Highways" promulgated by the Secre tary (Part 20 of this chapter).

Federal laws. The provisions of title 23, United States Code, and all other Federal laws, heretofore or hereafter enacted, relating to Federal aid for highways.

Latest available Federal census. The latest available Federal decennial census, except for the establishment of urban area.

Project. An undertaking by a State highway department for highway construction, including preliminary engineering, acquisition of rights-of-way and actual construction, or for highway planning and research, or for any other work or activity to carry out the provisions of the Federal laws for the administration of Federal aid for highways.

Secondary road plan. A plan for administration of Federal aid for highways on the Federal-aid secondary highway system pursuant to 23 U.S.C.

Secretary. The Secretary of Transportation.

State. Any State of the United States, the District of Columbia and Puerto Rico.

Urban area. An area including and adjacent to a municipality or other built-up place having a population of five thousand or more, as determined by the latest available published official Federal census, decennial or special, within boundaries to be fixed by a State highway department, subject to approval of the Administrator.

[32 FR 7032, May 11, 1970, as amended at 35 FR 18846, Dec. 10, 1970]

§ 1.3 Federal-State cooperation; authority of State highway departments.

The Administrator shall cooperate with the States, through their respective State highway departments, in the construction of Federal-aid highways. Each State highway department shall maintain in conformity with 23 U.S.C. 302, shall be authorized, by the laws of the State, to make final decisions for the State in all matters relating to, and to enter into, on behalf of the State, all contracts and agreements for projects and to take such other actions on behalf of the State as may be necessary to comply with the Federal laws and the regulations in this part.

§ 1.4 Cooperation of governmental instrumentalities.

The State highway department shall be responsible for any project to be undertaken with the cooperation of, or with funds provided by, any other governmental instrumentality.

§ 1.5 Information furnished by State highway departments.

At the request of the Administrator the State highway department shall furnish to him such information as the Administrator shall deem desirable in administering the Federal-aid highway program.

§ 1.7 Urban area boundaries.

Boundaries of an urban area shall be submitted by the State highway department and be approved by the Administrator prior to the inclusion in a program of any project wholly or partly in such area involving funds authorized for and limited to urban areas.

§ 1.8 [Reserved]

§ 1.9 Limitation on Federal participation.

(a) Federal-aid funds shall not participate in any cost which is not incurred in conformity with applicable Federal and State law, the regulations in this title, and policies and procedures prescribed by the Administrator. Federal funds shall not be paid on account of any cost incurred prior to authorization by the Administrator to the State highway department to proceed with the project or part thereof involving such cost.

(b) Notwithstanding the provisions of paragraph (a) of this section the Administrator may, upon the request of a State highway department, approve the participation of Federal-aid funds in a previously incurred cost if he finds:

(1) That his approval will not adversely affect the public,

(2) That the State highway department has acted in good faith, and that there has been no willful violation of Federal requirements,

(3) That there has been substantial compliance with all other requirements prescribed by the Administrator, and full compliance with requirements mandated by Federal statute,

(4) That the cost to the United States will not be in excess of the cost which it would have incurred had there been full compliance, and

(5) That the quality of work undertaken has not been impaired.

(c) Any request submitted under paragraph (b) of this section shall be accompanied by a detailed description of the relevant circumstances and facts, and shall explain the necessity for incurring the costs in question.

(23 U.S.C. 315, delgations of authority in, 49 CFR 1.48(b))

[38 FR 18368, July 10, 1973]

§ 1.11 Engineering services.

(a) *Federal participation.* Costs of engineering services performed by the State highway department or any instrumentality or entity referred to in paragraphs (b) and (c) of this section may be eligible for Federal participation only to the extent that such costs are directly attributable and properly allocable to specific projects. Expenditures for the establishment, maintenance, general administration, supervision, and other overhead of the State highway department, or other instrumentality or entity referred to in paragraphs (b) and (c) of this section shall not be eligible for Federal participation.

(b) *Governmental engineering organizations.* The State highway department may utilize, under its supervi-

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sion, the services of well-qualified and suitably equipped engineering organizations of other governmental instrumentalities for making surveys, preparing plans, specifications and estimates, and for supervising the construction of any project.

(c) *Railroad and utility engineering organizations.* The State highway department may utilize, under its supervision, the services of well-qualified and suitably equipped engineering organizations of the affected railroad companies for railway-highway crossing projects and of the affected utility companies for projects involving utility installations.

(d) *Private engineering organizations.* Private engineering organizations may be utilized on projects in accordance with requirements prescribed by the Administrator.

(e) *Responsibility of the State highway department.* The State highway department is not relieved of its responsibilities under Federal law and the regulations in this part in the event it utilizes the services of any engineering organization under paragraphs (b), (c) or (d) of this section.

§ 1.23 Rights-of-way.

(a) *Interest to be acquired.* The State shall acquire rights-of-way of such nature and extent as are adequate for the construction, operation and maintenance of a project.

(b) *Use for highway purposes.* Except as provided under paragraph (c) of this section, all real property, including air space, within the right-of-way boundaries of a project shall be devoted exclusively to public highway purposes. No project shall be accepted as complete until this requirement has been satisfied. The State highway department shall be responsible for preserving such right-of-way free of all public and private installations, facilities or encroachments, except (1) those approved under paragraph (c) of this section; (2) those which the Administrator approves as constituting a part of a highway or as necessary for its operation, use or maintenance for public highway purposes and (3) informational sites established and maintained in accordance with § 1.35 of [illegible] regulations in this part.

(c) *Other use or occupancy.* Subject to 23 U.S.C. 111, the temporary or permanent occupancy or use of right-of-way, including air space, for non-highway purposes and the reservation of subsurface mineral rights within the boundaries of the rights-of-way of Federal-aid highways, may be approved by the Administrator, if he determines that such occupancy, use or reservation is in the public interest and will not impair the highway or interfere with the free and safe flow of traffic thereon.

§ 1.27 Maintenance.

The responsibility imposed upon the State highway department, pursuant to 23 U.S.C. 116, for the maintenance of projects shall be carried out in accordance with policies and procedures issued by the Administrator. The State highway department may provide for such maintenance by formal agreement with any adequately equipped county, municipality or other governmental instrumentality but such an agreement shall not relieve the State highway department of its responsibility for such maintenance.

§ 1.28 Diversion of highway revenues.

(a) *Reduction in apportionment.* If the Secretary shall find that any State has diverted funds contrary to 23 U.S.C. 126, he shall take such action as he may deem necessary to comply with said provision of law by reducing the first Federal-aid apportionment of primary, secondary and urban funds made to the State after the date of such finding. In any such reduction, each of these funds shall be reduced in the same proportion.

(b) *Furnishing of information.* The Administrator may require any State to submit to him such information as he may deem necessary to assist the Secretary in carrying out the provisions of 23 U.S.C. 126 and paragraph (a) of this section.

§ 1.31 Payments.

States may submit requests for payments of Federal funds claimed to be

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future highway projects. Piecemealing proposed highway improvements in separate EIS's is to be avoided. The highway section identified in the EIS or negative declaration should include the total length of highway between logical termini even though only a short length of the total identified highway section is proposed for construction or reconstruction within the multiyear work program. The EIS or negative declaration should clearly identify the length or segment of the total highway section that is proposed for improvement and furnish any available information concerning long-range possibilities for future improvements within the highway section. Environmental impacts identified and discussed in the EIS will ordinarily be those anticipated to be precipitated by the proposed construction, but will also, as pertinent, include impacts associated with the total highway section. For instance, completing a gap in a highway may substantially increase traffic volumes, change traffic patterns or improve access to an area creating a need to include a discussion of impacts related to the entire highway section.

(b) In the development of the highway section, the negative declaration or EIS and section 4(f) statements and required processing under 16 U.S.C. 470(f) shall be completed during the location stage, prior to the selection of a particular location; except for those highway sections to which this part applies that had received location approval prior to the effective date of this part.

(c) When public hearing opportunities are to be afforded, the draft negative declaration or draft EIS shall be prepared prior to the first public hearing, or hearing opportunity on the location of the highway section, and the negative declaration or EIS finalized after the public hearing.

(d) The HA shall furnish the FHWA Division Administrator with a transcript of the hearing, if held, and the certifications required by 23 U.S.C. 128 prior to or with the final EIS or final negative declaration.

(e) For major actions the HA shall not proceed with the design of the

proposed alternative (other than such design work necessary to make engineering and environmental decisions), right-of-way acquisition (other than bonafide hardship cases and protective buying), or construction until notified in writing by the FHWA that: (1) the negative declaration has been adopted, or (2) at least 90 days have elapsed since the draft EIS was circulated for comment and furnished to CEQ, and at least 30 days have elapsed since the final EIS was made available to CEQ, commenting agencies and the public.

(f) For those HA's operating under an approved Action Plan which contains adequate public hearing procedures the notification noted in paragraph (e) of this section is considered the FHWA acceptance of the public hearing transcript and certifications required by 23 U.S.C. 128 when these have been submitted to FHWA. Such notification is also considered FHWA acceptance of the general location of the highway section.

(g) For those non-major actions which require a public hearing opportunity, but do not require either an EIS or negative declaration, the HA shall not proceed with those activities noted in paragraph (e) of this section until notified by FHWA that the appropriate reports, transcripts and certifications required by 23 U.S.C. 128 have been received and accepted. Such notification is also considered FHWA acceptance of the general location of the highway section.

§ 771.6 Lead agency.

When more than one Federal agency directly sponsors an action, or is directly involved in an action through funding, licenses, or permits, or is involved in a group of actions directly related because of functional interdependence and geographical proximity, consideration should be given to preparing one statement for all the actions involved. Agencies in such cases should consider the designation of a single "lead agency" to assume supervisory responsibility for preparation of a joint statement. Where a lead agency prepares the statement, the other agencies involved should be consulted early regarding plans for preparing the draft EIS and requested to provide assistance with respect to their areas of jurisdiction and expertise. The statement should contain an evaluation of the full range of all actions involved, and should reflect the views of all participating agencies. It also should be prepared before any major or irreversible actions have been taken by any of the participating agencies. Some relevant factors in determining an appropriate lead agency are: land ownership, the time sequence in which the agencies become involved, the magnitude of their respective involvement, and their expertise with respect to the project's environmental effects.

§ 771.7 Use of consultants.

(a) Consultants may be utilized in preparing all types of environmental studies and reports. The responsibility for formulating all conclusions and determinations involved in the environmental decisions shall remain with the HA and FHWA.

(b) Work by consultants on environmental studies and reports leading to a project decision should be carefully reviewed to insure that complete and objective consideration is given to all relevant project impacts and alternatives. This is particularly important when the same consultants may be involved in subsequent phases of the highway section development.

§ 771.8 Highway section development and coordination.

(a) The regulations on Process Guidelines (23 CFR Part 795) call on each HA to develop an Action Plan to assure that adequate consideration is given to possible social, economic and environmental effects of proposed Federal-aid highway projects and that the decision on such projects are made in the best overall public interest. Each Action Plan is to describe the organization to be utilized and the process to be followed in the development of Federal-aid highway projects, including: (1) The identification of social, economic and environmental effects.

(2) Consideration of alternative courses of action.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID HIGHWAY PROGRAM MANUAL

VOLUME	7	RIGHT-OF-WAY AND ENVIRONMENT
CHAPTER	7	ENVIRONMENT
SECTION	2	ENVIRONMENTAL IMPACT AND RELATED STATEMENTS

Transmittal 177
January 2, 1976
HEV-11

Par.

1. Purpose
2. Authority
3. Policy
4. Definitions
5. Application
6. Highway Section Processing
7. Lead Agency
8. Use of Consultants
9. Highway Section Development and Coordination
10. Major and Non-Major Actions
11. Significant Effect Determination
12. Negative Declarations
13. Draft Environmental Impact Statement Processing
14. Responsibilities of Commenting Entities
15. Final Environmental Impact Statement Processing
16. Supplemental Statements
17. Emergency Action Procedures
18. Maintaining Lists of Actions
19. Content of the Environmental Impact Statement
20. Section 4(f) Statements
21. Historic and Cultural Preservation Procedures
22. Other Agency Statements
23. Interim Guidelines for Implementing Section 102(2)(D)(iv) of the National Environmental Policy Act of 1969, as Amended

1. PURPOSE

* *The purpose of this directive is to promulgate guidelines and regulations for the preparation and processing of environmental impact and related statements.*

2. AUTHORITY

This directive is issued under authority of the following:

* Regulatory material is italicized

a. 42 U.S.C. 4332(2)(C), popularly known as Section 102(2)(C) of the National Environmental Policy Act of 1969, P.L. 91-190 (NEPA).

b. 49 U.S.C. 1653(f), popularly known as Section 4(f) of the Department of Transportation Act of 1966, P.L. 89-670.

c. 16 U.S.C. 470(f), popularly known as Section 106 of the National Historic Preservation Act of 1966, P.L. 89-665.

d. 42 U.S.C. 1857h.7, popularly known as Section 309 of the Clean Air Act of 1970, P.L. 91-604.

e. 16 U.S.C. 662(a), popularly known as the Fish and Wildlife Coordination Act of 1958, P.L. 85-624.

f. 40 CFR 51.18, popularly known as the Environmental Protection Agency Indirect Source Regulations.

g. Executive Order 11593 (Protection and Enhancement of the Cultural Environment).

h. Executive Order 11296 (Evaluation of Flood Hazard).

i. 23 U.S.C. 128 (Public Hearings).

j. 23 U.S.C. 315 (Rules, Regulations and Recommendations).

k. 23 CFR 1.32 (Policies, Procedures, Orders and Memorandums).

3. POLICY

It is the policy of the Federal Highway Administration that in the development of a project a systematic interdisciplinary approach be used to assess engineering considerations and beneficial and adverse social, economic, environmental, and other effects; that efforts be made in developing projects to improve the relationship between man and his environment and to preserve the natural beauty of the countryside and natural and cultural resources; that project development involve consultation with local, State and Federal agencies, and the public; that decisions be made in the best overall public interest based upon a balanced consideration of the need for fast, safe and efficient transportation, public services, and social, economic and environmental effects, and national environmental goals.

7. LEAD AGENCY

When more than one Federal agency directly sponsors an action, or is directly involved in an action through funding, licenses, or permits, or is involved in a group of actions directly related because of functional interdependence and geographical proximity, consideration should be given to preparing one statement for all the actions involved. Agencies in such cases should consider the designation of a single "lead agency" to assume supervisory responsibility for preparation of a joint statement. Where a lead agency prepares the statement, the other agencies involved should be consulted early regarding plans for preparing the draft EIS and requested to provide assistance with respect to their areas of jurisdiction and expertise. The statement should contain an evaluation of the full range of all actions involved, and should reflect the views of all participating agencies. It also should be prepared before any major or irreversible actions have been taken by any of the participating agencies. Some relevant factors in determining an appropriate lead agency are: land ownership, the time sequence in which the agencies become involved, the magnitude of their respective involvement, and their expertise with respect to the project's environmental effects.

8. USE OF CONSULTANTS

a. *Consultants may be utilized in preparing all types of environmental studies and reports. The responsibility for formulating all conclusions and determinations involved in the environmental decisions shall remain with the HA and FHWA.*

b. *Work by consultants on environmental studies and reports leading to a project decision should be carefully reviewed to insure that complete and objective consideration is given to all relevant project impacts and alternatives. This is particularly important when the same consultants may be involved in subsequent phases of the highway section development.*

9. HIGHWAY SECTION DEVELOPMENT AND COORDINATION

a. *The directive on Process Guidelines (Volume 7, Chapter 7, Section 1, of the Federal-Aid Highway Program Manual) calls on each HA to develop an Action Plan to assure that*

f. The FHWA Division Engineer, after a review of the final negative declaration and an examination of the social, economic and environmental issues, shall, if in agreement, indicate FHWA adoption of the determination by signing and dating.

g. The HA and FHWA shall prepare and process a draft EIS in lieu of a negative declaration if significant impacts are identified prior to finalizing the negative declaration or at a subsequent time. It would not be necessary in such instance to hold a public hearing for the sole purpose of presenting the draft EIS. Circulation of the draft EIS affords the public and governmental agencies an opportunity to express their views on the anticipated environmental impacts should the proposed action be implemented.

h. The negative declaration shall be reevaluated by the HA and FHWA periodically, and in all cases prior to proceeding with major project activities, for the purpose of determining whether there has been a substantial change in the social, economic and environmental effects of the proposed action. If there are substantial changes in the proposed action that would significantly affect the quality of the human environment, draft and final EIS's shall be prepared and processed in accordance with this directive.

13. DRAFT ENVIRONMENTAL IMPACT STATEMENT PROCESSING

a. The draft EIS shall be prepared by the HA in consultation with the FHWA for major actions which are Federal actions and which significantly affect the quality of the human environment. The administrative record should include evidence of the FHWA involvement in the development of the EIS, particularly the consultations with the HA on environmental determinations, decisions or conclusions.

b. The FHWA Division Engineer shall review the draft EIS and if in agreement with the scope and content, take responsibility for the draft EIS by signing and dating the title page before it is released for comment.

c. The draft EIS shall be circulated by the HA on behalf of FHWA for comment and made available to the public at least 30 days before the public hearing and no later than the publication of first notice for the hearing or opportunity therefor.

d. The FHWA Division Administrator is responsible for distributing copies of the draft EIS to the FHWA Regional Office and to the following:

(1) FHWA Washington Headquarters
(Office of Environmental Policy, HEV-10) 5 copies

(2) Director, Office of Federal Activities 5 copies
Mail Code A-104
Environmental Protection Agency
Room 537 West Tower
Waterside Mall, S.W., Washington, D.C. 20460

e. The FHWA Division Administrator should indicate in the transmittal memorandum to the Washington Headquarters Office (HEV-10) his recommendation with respect to whether the final EIS may require prior concurrence from the Washington Headquarters Office (see paragraph 15c).

f. Private groups and individuals, and governmental agencies which are furnished copies of the draft EIS by the HA shall be given a minimum of 45 days to review the statement and return comments. A calendar date for return of comments should be included in the letter transmitting the draft EIS for review. In establishing the calendar date (or other review period), a reasonable number of days should be added to the 45 days to allow for internal HA mail handling and for the draft EIS to reach the recipient.

g. The Environmental Protection Agency publishes in the Federal Register each Friday a listing of all draft EIS's received Monday through Friday of the week before the publication date. The Federal Register notice will establish a 45-day period (beginning with the date of the publication in the Federal Register) for the return of comments from those not directly furnished a copy by the HA or FHWA.

h. The HA shall circulate the draft EIS for review and comment to: Federal, State, and local agencies with jurisdiction by law and special expertise with respect to any environmental impact involved; the State and area-wide clearinghouse; and the affected city or county. The Federal and Federal-State agencies and their relevant areas of expertise are identified in Appendix II of the CEQ Guidelines (40 CFR Part 1500). The clearinghouse may be used, by mutual agreement, for securing State and

local agency reviews of the draft EIS and furnishing copies to the affected city or county. In some cases, the Governor may have designated a specific agency, other than the clearinghouse, for securing reviews of EIS's.

i. The HA shall also circulate copies of the draft EIS to public and private organizations and individuals with special expertise with respect to the environmental impact involved, those which are known to have an interest in the highway section, and those who request an opportunity to comment.

j. The transmittal letter to commenting entities shall indicate (1) the calendar date comments are due (see paragraph 13f), (2) where to send comments, and (3) that the final EIS will be furnished those who request a copy at the time they comment on the draft EIS.

k. The initial printing of the draft EIS shall be of sufficient quantity to meet requests for copies which can be reasonably expected from agencies, organizations and individuals. Copies are to be furnished free of charge unless the FHWA Division Engineer concludes that a fee which is not more than the actual printing cost should be charged. The HA shall inform the FHWA of requests for draft EIS's which it is unable to fill. The FHWA Division Engineer may ask the HA to furnish a copy of the statement free of charge or he may offer a copy of the statement at a fee which is not more than the actual printing or reproduction cost, and at the same time direct the party to the nearest location where the party may review the statement. In making his decision, the FHWA Division Engineer will consider the follcwing:

(1) the party's need for an individual copy of the statement,

(2) the supply of statements remaining from the initial printing,

(3) the amount of time remaining before the anticipated completion of the final EIS, and

(4) any other pertinent information.

l. *The draft EIS shall be available for review by the public at the HA Headquarters and appropriate field offices, and FHWA Headquarters, Regional and Division offices, and at any public hearing. A copy(s) should also be made available, as appropriate, to public institutions, such as local governments, public libraries and schools to permit them to make it available for public review.*

m. *The availability of the draft EIS shall be included in the public hearing notice.*

n. *Circulation of the draft EIS affords the public and governmental agencies opportunity to express their views on the anticipated environmental impact should the proposed action be implemented. Therefore, a public hearing or public meeting will not ordinarily be required for the sole purpose of presenting and receiving comments on a draft EIS. When a hearing is not held where the draft EIS may be discussed, a notice shall be placed in the newspaper similar to the public hearing notice advising where the draft EIS is available for review, how copies may be obtained, and where comments should be sent.*

o. *The draft EIS shall, if necessary, be revised unless the final EIS is submitted to FHWA for adoption within 3 years from the date the draft EIS was circulated. If the draft EIS is revised, it shall also be recirculated for comment. Such recirculation shall be in the same manner as an original draft EIS.*

p. *With the concurrence of the FHWA Division Engineer, a draft EIS may be changed to a negative declaration if the review process and public hearing comments indicate the anticipated environmental impacts are not considered significant. All agencies and individuals that received copies or commented on the draft statement must be informed by the HA that a negative declaration was substituted for the draft EIS and given a brief explanation of the reason therefor.*

14. RESPONSIBILITIES OF COMMENTING ENTITIES

a. *Agencies and members of the public with expertise in any of the identified environmental impacts or who have an interest in the proposed action should submit comments*

on proposed actions on the basis of draft environmental statements and should endeavor to make their comments as specific, substantive, and factual as possible without undue attention to matters of form in the impact statement. Although the comments need not conform to any particular format, it will assist those reviewing comments if the comments are organized in a manner consistent with the structure of the draft statement. Emphasis should be placed on the assessment of the environmental impacts of the proposed action, and the acceptability of those impacts on the quality of the environment, particularly as contrasted with the impacts of reasonable alternatives to the action. Commenting entities may recommend modifications to the proposed action and/or new alternatives that will enhance environmental quality and avoid or minimize adverse environmental impacts.

b. Comments which are received after the allotted time, but before the final EIS is forwarded to the Regional Federal Highway Administrator, are to be appended to the EIS, where practicable, with an explanation that the comments were received late and are not evaluated in the final EIS.

15. FINAL ENVIRONMENTAL IMPACT STATEMENT PROCESSING

a. A final EIS shall be prepared by the HA in consultation with FHWA for major FHWA actions which significantly affect the quality of the human environment.

b. The Regional Federal Highway Administrator shall review the final EIS, including the comments and the evaluations of comments attached thereto, before processing the statement. Appropriate members of the FHWA Regional Office staff, such as engineering, environmental design, right-of-way, civil rights, etc., should be an integral part of the review process. The final EIS shall also be reviewed for legal sufficiency by the FHWA Chief Counsel or his designee. When the Regional Federal Highway Administrator is satisfied with the scope, content and the identification and evaluation of potential significant environmental impacts affecting the quality of the human environment, the final EIS shall be processed in the manner specified by paragraphs 15c through 15e below.

c. *The Regional Federal Highway Administrator shall submit to the FHWA Washington Headquarters office (HEV-10) for prior concurrence four (4) copies of the final EIS prepared for highway sections in the following categories:*

(1) *highway sections on a new alinement in a metropolitan area of over 100,000 population. The metropolitan area is defined as the area designated for the purposes of Section 134 transportation planning,*

(2) *any new controlled access freeway,*

(3) *highway sections to which a Federal, State, or local governmental agency has expressed opposition on environmental grounds,*

(4) *highway sections for which the Federal Highway Administrator requests the Regional Administrator to send the final EIS to the Washington Headquarters office for review either by the Assistant Secretary for Policy and International Affairs or by the the FHWA Headquarters office.*

d. *For those final EIS's which require prior concurrence, the FHWA Washington Headquarters office will notify the Regional Federal Highway Administrator when he may release the final EIS to the public and EPA, at which time the Regional Federal Highway Administrator will adopt and sign the final EIS and insure that the following distribution is made:*

(1) *Director, Office of Federal Activities (5 copies)*
(Mail Code A-104)
Environmental Protection Agency
Room 537, West Tower
Waterside Mall, SW., Washington D.C. 20460

(2) *Regional Administrator*
U.S. Environmental Protection Agency

(3) *State and areawide clearinghouse*

(4) *Agencies, organizations, and individuals who make substantive comments on the draft EIS and who requested a copy of the final EIS.*

e. *For those final EIS's which do not require prior concurrence, the Regional Federal Highway Administrator may adopt and sign the final EIS after the Regional Office review is completed. He shall then insure that it is distributed to the Washington Headquarters office (2 copies) and to those noted in paragraph 15d above.*

f. *Copies of the final EIS should be furnished free of charge to the fullest extent practicable or at a fee which is not more than the actual printing or reproduction cost (see paragraph 13k).*

g. *In limited situations where an EIS is voluminous and the number of comments on a draft EIS is such that distribution of the final EIS to all commenting entities appears impracticable, alternative arrangements for the distribution of the statement may be considered. Where the commenting entities' interest in specific areas can be identified, the alternative arrangements may be the distribution of those sections of the EIS that deal with their specific interests or areas of concern; summaries of those sections noted above; or the response to the comment which is included in the final EIS (see paragraph 19o(5)).*

h. *The final EIS shall be available for public review at the HA headquarters and appropriate field offices, and the FHWA Washington Headquarters, Regional and Division offices. A copy(s) should also be made available, as appropriate, to public institutions, such as local governments, public libraries and schools to permit them to make it available for public review.*

i. *The final EIS shall be reevaluated by the HA and the FHWA prior to proceeding with major project activities for the purpose of determining whether there has been a substantial change in the social, economic and environmental effects of the proposed action. If there are substantial changes in the proposed action that would significantly affect the quality of the human environment, a supplemental statement shall be prepared.*

16. SUPPLEMENTAL STATEMENTS

A draft EIS or final EIS may be supplemented at any time. Supplements will be necessary when substantial changes are made in the proposed action that will introduce a new or

(HP)

KLAGOS
Bob-Bothman

PDM PDE TSE SPC
ODOT - METRO

DEC 6 - 1978

326-1966
(120)

THE CITY OF PORTLAND OREGON

OFFICE OF PLANNING AND DEVELOPMENT

MIKE LINDBERG ADMINISTRATOR

BUREAU OF PLANNING

ERNEST R. BONNER DIRECTOR

424 S.W. MAIN STREET PORTLAND, OR. 97204

PLANNING 503 248-4253

ZONING 503 248-4250

December 28, 1978

AM PPS 469 FILE-T/A

MEMORANDUM

TO: Ruth Spetter, City Attorney's Office

FROM: Steve Dotterrer, Transportation Planning SD

RE: Going Street Noise Mitigation Project

As you are aware, the City has recently begun preliminary engineering on a possible Going Street Noise Mitigation Project. At the first meeting of the Technical Advisory Committee, several legal issues were raised, and John Lang, Bureau Chief of Street and Structural Engineering, requested that I get an opinion from the City Attorney's Office. I am sending a copy of this memo to Bob Bothman, ODOT's Metro Administrator, so that he will be aware of the legal issues which have arisen as a result of this project.

The basic issue, stated most simply, concerns the City's (or any government's) legal responsibility for noise pollution as a result of vehicular traffic. In relation to this particular project, the issue has several variations.

First, can the property owner or resident be reimbursed for noise pollution by a "damage payment," rather than a removal of the pollution (either through property purchase or noise mitigation)? Michael Hogan, President of Earth Metrics, the City's consultant on the project, stated that the courts have held in airport-related cases that damage payments do not eliminate a peron's right to sue - and in fact, he may sue as often as he likes. Does the same situation hold for highways?

In a second situation, the City could propose several alternatives which reduce noise pollution. After review, the residents may decide that the "solutions" for noise pollution are undesirable because of negative impacts (loss of view as a result of wall construction, for example). In this case, the noise solution could be rejected by City Council at the request of residents. Could later residents decide, for whatever reason, that the cure is necessary, and legally require the City to provide noise mitigation? A variant of this situation, (one which is likely to arise), concerns several alternative noise mitigation solutions, each of which reduces the noise a different amount. If the City elects a less mitigating solution, could later residents demand the maximum relief?

Bothman

This second situation is complicated by the fact that the federal (FHWA) regulations relating to noise pollution are recommended. That is, the 70 dBA noise standard for residential uses is an advisory objective, and not a mandatory requirement, for FHWA financing of the project. In the case of Going Street, the actual construction will be funded by EDA, which, to my knowledge, has no noise standard at all.

A simpler question than those above concerns the use of public funds on private property. In some areas of the project, in order to reduce property acquisition costs and to leave maintenance responsibilities with private individuals, it may be desirable to build the wall or other noise barrier on private property. Can City and/or federal funds be used to construct something on private property?

I realize that the questions I am asking are rather broad. If you need any further information please give me a call at X4254. In order to meet the project schedule, I will need tentative answers by the first week in January, and a written response for use by the consultant in the DEIS by February 12.

SD:hm

cc: Bob Bothman, ODOT- Metro
Kay Ransom, Earth Metrics
Doug Wright, Bureau of Planning

RECEIVED
DOT OPERATIONS
DEC 07 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9490

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-30-78	CC 1931	

CREDIT DISTRIBUTION

BILL TO: Code:

City of Portland

400 SW 6th Avenue

Portland, Oregon 97204

Attn: John Lang, Hwy. Coordinator

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. on the N. Basin Ave.-I-5 Freeway Section of N. Going Street., FAU 9926 Agreement No. 6805			

Advance Deposit Amount	$ 17,500.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 17,500.00
Transfer to Highway Fund	$ 13,000.00
Refund Due	$
Partial or final request for billing	Partial
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by: Fred Hildebrandt

Fred Hildebrandt

Approved: Harold Kimes

SP*35736-734

9490

November 24, 1978

City of Portland
Attn: George Yerkevich, Auditor
1220 S.W. Fifth Avenue
Portland, OR 97204

MISC. CONTRACTS and AGREEMENTS No. 6709

Earth Metrics, Inc.
1000 Elwell Ct.
Palo Alto, CA 94303

Gentlemen:

Attached for your records is the agreement concerning the studies on the Going Street Noise Mitigation Project. This agreement is between the City of Portland and Earth Metrics, Incorporated with the concurrence of the Oregon State Highway Division.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

bkr

Attachment

bc: Mainer Holmes
Bob Bothman

2 copies sent to City of Portland

9490

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. IX-9926(2)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90014

COUNTY NAME Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-16-78	FAU 9926	City Street

GENERAL LOCATION:

North Basin Ave. - Pacific Hwy. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Consultant Agreement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION Consultant Agreement Earth Metrics, Inc. TEC NTE $109,800
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Wimer's letter of 11-16-78, I approve the Consultant Agreement with Earth Metrics, Inc., on an actual cost basis not to exceed $109,800 of which $14,322 is the net fee. A signed copy of the Agreement is returned herewith.

NOTED
F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-16-78	[signature]	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

9490

THE CITY OF PORTLAND OREGON

OFFICE OF
CITY AUDITOR
GEORGE YERKOVICH
CITY AUDITOR

1220 S.W. FIFTH AVE.
PORTLAND, OR. 97204

November 15, 1978

Mr. Fred Klaboe, State Highway Engineer
Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed are quadruplicate copies of agreement with Earth Metrics, Inc. to provide professional consulting engineering services regarding the Going Street Noise Mitigation Project as authorized by Ordinance No. 146802.

Will you please have the proper persons sign all four copies of the agreement which have already been executed by Earth Metrics and the City of Portland, and return two copies to the Auditor, Room 202, City Hall, Portland, 97204.

Your prompt attention to this matter will be appreciated.

Yours very truly,

George Yerkovich

Auditor of the City of Portland

MS:dlh
Encls.

CONSULTANT AGREEMENT

THIS AGREEMENT is made and entered into by and between the City of Portland, acting by and through its city officials, hereinafter referred to as "City," and EARTH METRICS INCORPORATED, a California corporation authorized to conduct business in the State of Oregon, acting by and through its Corporate Officers, hereinafter referred to as "Consultant."

W I T N E S S E T H

RECITALS

1. City plans and proposes to conduct studies on the Going Street Noise Mitigation Project.

2. It has been determined by the City that this project could have significant environmental impacts and that an Environmental Impact Statement must be prepared to fulfill the Federal requirements under the National Environmental Policy Act of 1969.

3. City does not have sufficient qualified personnel to perform the required work within a reasonable time and deems it advisable and desirable to engage the professional services and assistance of a qualified consulting firm to perform the necessary studies.

4. Consultant has represented, and by entering into this agreement now represents, that all personnel assigned to the work required under this agreement are fully qualified to perform the work to which they will be assigned in a competent and professional manner.

5. Attached hereto, marked Exhibits A and B, and by this reference made a part hereof, is a copy of Consultant's proposed work plan and cost analysis for payment of fees. Hereinafter, said work shall be referred to as "project."

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances contained herein below, the parties hereto agree as follows:

I

OBJECTIVES AND SCOPE OF WORK

The objectives of the study for the Going Street Noise Mitigation Project are: (1) to prepare noise mitigation alternatives for the Going Street corridor between North Greeley Avenue and Interstate 5, (2) to evaluate the environmental impacts of the

alternatives and the "no build" alternative, and (3) to prepare a draft and final environmental impact statement that documents the study. The environmental impact statement must be consistent with the U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, with the Oregon Action Plan for Transportation Planning, and with the National Environmental Policy Act.

The scope of work shall include all services, material and equipment necessary to accomplish the work outlined in Exhibit A.

II
FINAL PRODUCTS

A. As a specific product of the study, the consultant shall produce a design report for public distribution. The report shall include a description of possible project alternatives as described in Attachment A. This description shall include, at a minimum:

1. Location of alternatives
2. Character of construction
3. Number of dwelling units relocated by each alternative.
4. Estimated cost of alternatives.

B. As the specific product of the study, Consultant shall produce a document entitled a Draft Environmental Impact Statement (DEIS). The DEIS shall be made available in complete form for review and approval by the Federal Highway Administration (FHWA), the Oregon Department of Transportation, Highway Division (State), and the City. This document shall have incorporated all applicable information and data developed in the course of the study. The format of the DEIS shall adhere to the rules, prescribed in the U.S. Department of Transportation Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, Environmental Impact and Related Statements. As a minimum, the DEIS will include the following sections:

1. Location and description of project
2. Purpose of project and demonstration of need
3. Existing environmental setting
4. Alternatives
   a. Description, including "no-build" alternatives.
   b. Discussion of unresolved conflicts and alternative use of resources
   c. Relationship between short-term uses and long-term benefits or productivity
   d. Irreversible changes in landscape
   e. Irretrievable commitment of resources
   f. Growth-inducing potential of alternatives

5. Impact of project alternatives on environment

   a. Primary impacts
   b. Secondary impacts
   c. Impacts on Section 4(f) lands
   d. Adverse impacts of the project
   e. Steps to be taken to minimize unavoidable adverse impacts
   f. Summary of impacts

6. Synoptic comparison of alternatives

7. Documentation of informational sources

C. As a specific product of the project, Consultant shall produce a document entitled a Final Environmental Impact Statement (FEIS). The FEIS shall be made available in complete form for review and approval by the Federal Highway Administration, the Oregon Department of Transportation, and the City. This document shall have incorporated all applicable information and data developed in the course of the study. The format of the FEIS shall adhere to the rules, prescribed in the U.S. Department of Transportation Federal-Aid Highway Program Manual, Volume 7, Chapter 7, Section 2, Environmental Impact and Related Statements. As a minimum, the FEIS will:

1. Discuss events which have taken place since the DEIS was written.

2. Summarize all citizens' and agencies' views expressed prior to and during the location/design hearing process.

3. Set forth the data and process used in arriving at the selected alternative.

4. Discuss the selected alternative, including a description of the termini, the type of improvement, the services which the project should provide, and major design features.

5. Include appropriate maps and drawings of the selected alternative along with a discussion of the anticipated social, economic and environmental effects.

III
PROGRESS REPORTS

The Consultant shall provide the City, through the project coordinator, with regular progress reports (in addition to the usual direct, personal contact that occurs during such a study). Progress reports are to be submitted monthly, in writing, prior to the first Monday of each calendar month, until the draft environmental impact statement is completed.

The progress reports are to include an itemized account of work completed in the month previous, a statement of findings or conclusions, and a schedule of work for the following month. The progress report is also to be used, as necessary, as a vehicle for reporting delays, schedule revisions, or work modifications.

IV
COORDINATION WITH PROJECT CITIZENS' ADVISORY COMMITTEE

An element of the study will be citizens' involvement. The City will assume primary responsibility for the citizens' participation program, but the Consultant will be expected to remain receptive to citizens' concerns and, through the City coordinator, to supply information to the Citizens' Advisory Committee upon their request. Further, the Consultant should have one or more representatives available to attend a maximum of two citizens' public meetings during preparation of the DEIS, and at the public hearing on the DEIS and at the City Council hearing.

V
COORDINATION WITH OTHER AGENCIES

The Consultant will be expected to consult, as appropriate, with agencies who have an interest in this project by virtue of jurisdiction or special expertise.

VI
PUBLIC HEARING

The Consultant will be called upon to assist the City in preparation of public hearings presentation following the completion of the DEIS.

VII
INFORMATION PROVIDED TO THE CONSULTANT BY THE CITY

The reports and data itemized in Exhibit A (A3.) will be made available to the Consultant by the City. The Consultant will be responsible for all other necessary data and analyses. However, this requirement does not preclude access to public reports and public files of State and local government units or the use of other existing data available in a form usable by the Consultant. Compilation, tabulation, and analysis of data by any State or local governmental agency are not to be expected by the Consultant unless specifically volunteered by a responsible official of such agency.

VIII
DOCUMENTS TO BE FURNISHED BY CONSULTANT

The following documents, exhibits or other presentation for the work covered by this agreement shall be furnished by Consultant to City upon completion of the various phases of the work. All such material shall become and remain the property of City and may be used by it without restriction. Documents to be furnished include:

1. Thirty (30) copies of the preliminary DEIS, in two volumes.

2. Two hundred (200) copies of the summary volume of the DEIS (Volume 1).

3. Twenty-five (25) copies of the technical report and appendix volume of the DEIS (Volume II).

4. Two (2) copies of monthly progress reports.

5. Two hundred (200) copies of the summary volume of the FEIS (Volume 1).

6. Twenty-five (25) copies of supplemental technical report and appendix of the FEIS (Volume II), if required.

The Consultant shall be responsible for text and graphics preparation for printing, and for printing for both DEIS and the FEIS.

IX
TIME OF BEGINNING AND COMPLETION

Consultant shall not begin work under the terms of this agreement until authorization in writing by City. All work under this agreement shall be completed by July 11, 1979. The preliminary draft of the DEIS will be submitted February 12, 1979. City will submit comments in one annotated copy of the DEIS on the preliminary draft one week following receipt.

If delays occur in the prosecution of Consultant's work under this agreement, which in the judgement of City are beyond the control of Consultant, the time for completion of the work as hereinbefore set forth shall be extended by City in an amount not to exceed the amount of such unavoidable delay.

X
PAYMENT

Consultant shall be paid by City for completed work and for services rendered under this agreement as provided hereinafter. Such payment shall be full compensation for work performed or services rendered and for all labor, materials, supplies, equipment and incidentals necessary to complete the work.

A. Payment for work accomplished under the terms of this agreement shall be on the basis of Consultant's actual cost plus a net fee. The actual cost includes direct salary cost, overhead and direct nonsalary cost.

1. The direct salary cost is the salary expense for professional and technical personnel and principals for the time they are productively engaged in work necessary to fulfill the terms of this agreement. The direct salary costs are estimated to be approximately Thirty-six Thousand Six Hundred Forty-eight dollars ($36,648.00) as set forth in the attached Exhibit B, and by this reference made a part of this agreement.

2. The overhead costs as identified on Exhibit B are determined as 125% of the direct salary cost. The overhead costs are estimated to be approximately Forty-five Thousand, Eight Hundred Ten Dollars ($45,810.00) as set forth in the attached Exhibit B. The overhead cost rate is an estimate based on currently available accounting information and shall be used for all progress payments over the period of contract. The final overhead cost rate is subject to adjustment based on an audit performed by State or FHWA at the completion of the project.

3. The direct nonsalary costs are those costs directly incurred in fulfilling the terms of this agreement, including but not limited to travel, reproduction, telephone, supplies and fees of outside consultants. The direct nonsalary costs are estimated to be approximately Thirteen Thousand,Twenty Dollars ($13,020.00) as set forth in the attached Exhibit B.

4. The net fee, which represents Consultant's profit, shall be Fourteen Thousand, Three Hundred Twenty-two Dollars ($14,322.00). The net fee will be prorated and paid monthly in proportion to the percentage of the project completed as estimated in Consultant's monthly progress reports and approved by City. Any portion of the net fee not previously paid in the monthly payments will be covered in the final payment, subject to the provisions of Section XIII entitled TERMINATION OF AGREEMENT.

5. The actual direct cost and actual overhead cost, and the net fee incurred by Consultant and set forth in Exhibit "B" shall be full compensation for the performance of the work under this agreement. This total shall not exceed a maximum of One Hundred Nine Thousand, Eight Hundred Dollars ($109,800.00) without prior written approval of the City.

B. Consultant shall present bills directly to City for the cost of work performed under the terms of this agreement. City shall review, approve, and forward to state, all billings from Consultant. All approved billings shall be paid directly to Consultant by State, and State shall submit all claims for federal participation to FHWA in the normal manner.

Progress payments may be claimed monthly for direct costs actually incurred to date as supported by detailed statements, for overhead costs and for a proportionate amount of the net fee payable to Consultant based on the estimated percentage of the services to date.

C. The cost records and accounts pertaining to this agreement are to be kept available for inspection by representatives of City, State and FHWA. Copies shall be made available upon request. FHWA or State, through their duly authorized agents, may audit Consultant's reports prior to payment of final billing and make any indicated adjustments to determine actual costs such as the provisional overhead rate.

D. City shall allow appropriate increases in the agreed maximum amount should any substantial approved increase in the scope, character, schedule, or complexity of services actually performed by Consultant as compared with the scope, character, schedule, or complexity of services as outlined in Exhibit A . Consultant must have written approval of City prior to commencing of any such work. Moreover, Consultant shall not incur costs in excess of the maximum amount of such costs stated in this section unless an increase in such maximum amount is allowed by City. Any such increase in the maximum shall be the subject of a supplemental agreement to be negotiated between City and Consultant after application therefore by Consultant and shall include proportionate adjustment in the fees provided for Consultant in Exhibit "B" if the increase is attributable to an increase in the scope, character, schedule, or complexity of Consultant's services or is otherwise attributable to the action or requirements of City. The percentages for determining direct and indirect costs as set forth in Exhibit "B" are provisional rates and shall be adjusted, based on audit performed by State of FHWA at the completion of the project, to reflect the Consultant's actual operating costs during the period of the project.

E. A short narrative progress report shall accompany each voucher for progress payment. The report shall include discussion of any problems and potential causes for delay.

XI
NONDISCRIMINATION IN EMPLOYMENT

Attached, hereto, marked Exhibit C, and by this reference, made a part hereof.

XII
CHANGES IN WORK

Consultant shall, without additional compensation, make such revisions in the completed work as necessary to correct errors or omissions detected during State's review of the plans, specifications and estimates. Should City find it desirable for its own purposes to have previously satisfactorily completed work or parts thereof revised, other than minor revisions within the scope of the work, Consultant shall make such revisions, if requested and directed by City in writing. This work shall be

considered as Extra Work and will be paid for as provided in a supplemental agreement. All extra work shall be submitted as a supplement to the basic agreement and have approval of State and FHWA before the work is undertaken in order to become eligible for federal participation.

XIII
TERMINATION OF AGREEMENT

A. The right is reserved by City to terminate this agreement at any time upon not less than ten (10) days' written notice to Consultant. All materials prepared prior to termination shall be delivered to City within 30 days of termination.

B. In the event of the death of a member, or officer of Consultant, or any of its supervisory personnel assigned to the project, the surviving members of Consultant hereby agree to complete the work under the terms of this agreement, if requested to do so by City. This section shall not be a bar to renegotiations of this agreement between surviving members of Consultant and City, if City so chooses.

C. In the event this agreement is terminated under any of its terms prior to completion of the work, a final payment shall be made to Consultant which, when added to any payments previously made, shall total the same percentage of the amount which would have been due if the work had been fully completed as the work completed at the time of termination bears to the total work required under this agreement. Exhibit "B" shall be used for work uncompleted to estimate the total money that would have been due if all work had been completed. If the total accumulated payments made to Consultant prior to notice of termination exceeds the total amount that would be due computed as set forth hereinabove, then no final payment shall be due and Consultant shall immediately reimburse State for any excess paid.

D. In the event this agreement is terminated prior to completion of the work, the original copies of all plans, prints, drawings and field notes prepared by Consultant prior to termination shall become the property of the City.

XIV
DISPUTES

Any controversy or claim arising out of or relating to the provisions of this agreement, or the breach thereof, may be settled by arbitration in accordance with the rules of the American Arbitration Association; provided however, that arbitration will be used only following specific written approval by both parties to arbitrate the issue at hand. Judgment upon the award rendered by the arbitrators may be entered in any court having jurisdiction thereof.

XV
INDEMNITY

CONSULTANT shall comply with all federal, state and local laws, ordinances and rules applicable to the work under this agreement. Furthermore, such provisions as are necessary to comply fully with the laws of the City of Portland and State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by reference, and Consultant shall comply with the obligations or other provisions of said laws the same as if such obligations and provisions were fully set out herein.

CONSULTANT shall save and hold harmless the City of Portland, the Oregon Department of Transportation, its members, officers, agents and employees from all claims, suits or actions of whatsoever nature caused by or arising out of negligence of Consultant, its subcontractors, agents or employees under this agreement.

CONSULTANT shall secure regular Public Liability and Property Damage Insurance Coverage in the amount of $100,000 for death or injury to any one person and $300,000 for death or injury to two or more persons in any one occurence and $50,000 for property damage in any one occurrence with any aggregate property damage coverage of $100,000 for two or more occurrences from an insurance company authorized to do business in the State of Oregon.

XVI
SUBLETTING OR ASSIGNING OF CONTRACTS

Consultant shall not sublet or assign any of the work covered by this agreement without the express written consent of City.

XVII
ENDORSEMENT OF PLANS

Consultant shall place his official endorsement on all plans, specifications, estimates or any other engineering data furnished by him.

XVIII
CERTIFICATION

The "Certification of Consultant" and "Certification of Agency Official" are attached hereto as Exhibit "D," and by this reference made a part hereof.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the date hereinafter written. City officials have acted in this matter pursuant to Ordinance No._____, passed by the Portland City Council on the 15th day of November, 1978.

EARTH METRICS, INCORPORATED
by and through
its Company Officers

Firm_____

By /s/ MICHAEL HOGAN

Title_____

CITY OF PORTLAND, by and
through its City Officials

By /s/ NEIL GOLDSCHMIDT
Mayor

By /s/ CONNIE McCREADY
Commissioner of Public Works

APPROVED

/s/ COWLES MALLORY
Public Works Administrator

APPROVED AS TO FORM

/s/ RMS
City Attorney

OSHD CONCURRENCE

APPROVED

/s/ E.S. HUNTER
Technical Services Manager

APPROVED AS TO FORM

/s/ JACK SOLLIS
Chief Counsel and Assistant
Attorney General

Approved this 16th day of
November, 1978

For the Executive Department:

/s/ LAURENCE SPRECHER

State of Oregon, by and
through its Department of
Transportation, Highway
Division

/s/ H.S. COULTER
State Highway Engineer

Approved Date NOV 16 1978
G. L. Green, Division Administrator
Oregon Division
Federal Highway Administration
By _____ Title Field Operations Engineer

EXHIBIT A

SCOPE OF WORK
GOING STREET NOISE MITIGATION PROJECT

A. BASE DATA ACQUISITION

A1. Collect 60 field measurements of sound levels, each of approximately 15 minutes duration. Reduce each sample to L_{10}dBA.

A2. Produce revised topographic map in two foot interval contours. This task will include flying the corridor, aerial photography and some additional ground truth data. The contours will cover the area along Going Street between the rights of way of Minnesota and Greeley Avenue. Contours will be prepared for a corridor width of approximately 600 feet.

A3. Synthesize data from prior and proposed studies. The City will be expected to provide copies of the following upon the date of the contract start or when the proposed study is complete:

- o Prior soils studies conducted in the study area
- o Copies of all published Relevant Background reports, photos and drawings
- o Oregon Action Plan for Transportation Planning
- o Transcripts of all hearings which the City desires the consultants to address
- o Minutes of the pre-DEIS public meetings proposed for late November and early January
- o Preliminary right-of-way information and property ownership/assessed value data
- o Not to be revised traffic counts and projections for the Going Street Corridor
- o Description of planned traffic management or street changes in the study area
- o Data for existing and future traffic volumes on Going Street and other local streets (Earth Metrics will not collect any original traffic counts or model any new traffic forecasts, except as needed for noise measurements). Data shall be in the format required for air quality and acoustical analysis.
- o Area land use and zoning data

A4. Attend one meeting with the Technical Advisory Committee (TAC) to define transportation constraints and opportunities in the Going Street Corridor. The City should specifically provide representation to state which traffic factors are not amenable to modification within the proposed project (e.g. speed control, truck mix, signal green time, surfacing).

A5. Compile publicly available meteorological records to assess wind and other metereological characteristics.

A6. Conduct a survey of available soils data. Conduct shallow trenches (less than four feet) at a maximum of ten locations to determine preliminary soils suitability for wall/berm construction.

B. ACOUSTIC ANALYSES

B1. Calibrate Earth Metrics sound propagation computer model for this portion of Going Street.

B2. Revise and update present L_{10} dBA noise contours (at a minimum, showing 65, 70 and 80 dBA contours).

B3. Define acoustically appropriate subareas of the project area neighborhood. A maximum of ten subareas will be defined.

B4. Develop in consultation with the City and the TAC/CAC two to three distinct noise abatement strategies for each subarea. These strategies may include elements of physical design as well as traffic operations control.

B5. Produce L_{10} dBA noise contours for one future year for the no action alternative.

B6. Produce noise contours for each of the noise abatement strategies defined in B4 above over the applicable length of roadway.

B7. Develop a maximum of one additional design for each subarea utilizing feedback from the City, the TAC/CAC preliminary environmental screening data, and feedback from a public meeting (all feedback must be received by Earth Metrics within 10 days of the public meeting).

B8. Produce one noise contour map for each additional design above.

B9. By selecting from among apparently best available combinations of noise designs, synthesize three acoustic design strategies for the entire project length from Minnesota to Greeley Avenues.

B10. Produce completed preliminary designs for the three design strategies. Completed designs will include recommendations for materials and landscape materials to produce aesthetically appealing designs which will be accepted by the neighborhoods in this portion of the Going Street Corridor. (It is expected that the acoustic designs evaluated may include some of the following design concepts: closure of cross streets, modification of Going Street surface texture, enforcement of Federal noise standards for trucks, physical design of earth berm, physical design of noise wall, physical design of berm capped by wall, demolition of structures, relocation of structures, creation of new lot boundaries to allow greater setback, soundproofing of structures, innovative design of combined new structures as part of sound barrier, speed control, restrictions on time of day of truck use, intersection redesign).

B11. Provide approximate costs for the three noise design strategies.

C. ENVIRONMENTAL ANALYSES

C1. Produce environmental setting data for the Going Street corridor. This work will include geology, hydrology, biology, planning, visual, socio-economics, and public service information:

- o Visual analysis will include collection of up to thirty photographs illustrating the adjacent neighborhoods and selected views from these neighborhoods. Description will be given of the expected type of visual change associated with each of the three design strategies (refer to B10 above). For a sample of the locations (a maximum of eight) schematic block out overlays of a wall or berm location will be shown - not an artist's conception.

- o Hydrology analysis will consist of descriptions of present drainage and impacts associated with the three design strategies. No analysis of downstream flooding will be provided.

- o Relocation analysis, including cost, will consist of consideration of a maximum of three relocation plans for residents; however, in the DEIS relocation issues will not be considered at a household by household level. As part of the FEIS one household survey will be conducted to assess potential problem or hardship relocation issues associated with the preferred project.

C2. Produce environmental screening data to assist in evaluation of the acoustic design alternatives.

C3. Perform analysis of air quality impacts associated with wall or berm structures. This analysis will include air flow modification analytical studies. Limited (approximately 10) air bag samples will be collected as background indications of carbon monoxide.

C4. Develop mitigation measures associated with the three noise abatement strategies.

C5. Produce required documentation for DEIS and FEIS.

D. MEETINGS AND HEARINGS

D1. Attend one public information meeting.

D2. Conduct one public meeting to review the initial acoustic design alternatives.

D3. Attend a maximum of two public hearings on the Draft EIS.

D4. Attend up to eight (8) meetings with the CAC and/or TAC during the course of the work.

E. OTHER PRODUCTS

E1. Prepare a Preliminary Acoustic Design Report

E2. Prepare Draft and Final EIS reports

F. TENTATIVE SCHEDULE

This schedule is subject to change by written agreement between the City of Portland and Earth Metrics Incorporated.

F1. November 20 - Earth Metrics to begin work.

F2. November 29 - Public Information meeting

F3. February 12, 1979 - Earth Metrics to provide PDEIS to City

F4. February 16 - Study Committee Review of PDEIS

F5. February 19 - City to deliver Study Committee comments/ recommend changes to consultant.

F6. March 5 - Earth Metrics to deliver the copy of DEIS for FHWA review.

F7. March 16 -FHWA (Region) Approval of DEIS.

F8. March 20 - Distribute DEIS

F9. April 23 - Public Hearing on DEIS

F10. May 3 - Final written comments on DEIS received

F11. May 8 - City to deliver all comments on DEIS to Consultant

F12. June 5 - Earth Metrics to deliver one copy of FEIS to City for FHWA review.

F13. July 3 - FHWA approval for printing of FEIS.

F14. July 11 - Earth Metrics to deliver printed FEIS.

EXHIBIT B
1 of 4

ANALYSIS OF FEE

Direct Salary Cost			36,648
Overhead Cost (including payroll additives)		125%	45,810
	Subtotal		82,458
Net Fee			14,322
Direct Nonsalary Costs:			
a. Travel and Per Diem	3,820		
b. Reproduction Expenses	2,000		
c. Computer Expense	1,200		
d. Subconsultant	6,000		
TOTAL	13,020		
	Total Estimate		109,798
	Not to Exceed		109,800

EXHIBIT B
(2 of 4)

BREAKDOWN OF OVERHEAD COST

FICA	10.0
Employment	5.0
Medical Aid and Industrial Insurance	1.25
Company Insurance and Medical	2.5
Vacation, Holiday and Sick Leave	12.5
State B and O Tax	12.5
Insurance	1.25
Administration and Time Unassignable	26.25
Printing, Stationery and Supplies	13.75
Professional Services	15.0
Travel Not Assignable	7.5
Telephone and Telegraph Not Assignable	3.75
Rent	8.75
Office Miscellaneous, Postage	4.00
Total	125.00

EXHIBIT B
(3 of 4)

DIRECT SALARY AND DIRECT NONSALARY COST

Direct Salary Cost

Personnel	Man Hours	Rate of Pay	Estimated Cost
Senior Environmental Scientist	864	16.98	14,671
Environmental Scientist III	984	9.30	9,152
Environmental Scientist II	871	6.30	5,487
Environmental Scientist I	1364	5.38	7,338
		Total	36,648

Direct Nonsalary Cost

Travel and Per Diem		
Per Diem 4 weeks at $30/day		840
Air Travel 20 trips at $149		2,980
	Total	3,820

EXIBIT B
(4 of 4)

GOING STREET NOISE MITIGATION EIS

COST BREAKDOWN BY TASK

Noise Analysis and Design	$29,800
Air Quality	1,700
Traffic	2,000
Energy	700
Topographic Maps	5,000
Soils Trenching	15,000
Geology/Soils Analysis	5,300
Hydrology	3,500
Visual	6,000
Landscape/Biology	6,100
Relocation/Survey	6,700
Cost Analysis	3,600
Public Services	1,400
Other Socioeconomic/Planning	3,000
Final EIS	13,000
Hearing/Meetings	3,000
Printing/Other Direct Costs	4,000
	109,800

NONDISCRIMINATION IN EMPLOYMENT

CONSULTANT warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for CONSULTANT, to solicit or secure this contract and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for CONSULTANT, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranting, CITY/COUNTY shall have the right to annul this agreement without liability, or in its discretion to deduct from the agreement price or consideration or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift or contingent fee.

Any and all employees of CONSULTANT, while engaged in the performance of any work or services required by CONSULTANT, under this agreement, shall be considered employees of CONSULTANT only and not of the CITY/COUNTY and any and all claims that may arise under the Workmen's Compensation Act on behalf of said employees, while so engaged and any and all claims made by a third party as a consequence of any negligent act or omission on the part of CONSULTANT'S employees, while so engaged on any of the work or services provided to be rendered herein, shall be the sole obligation and responsibility of CONSULTANT.

CONSULTANT shall not engage, on a full or part-time basis, or other basis, during the period of the contract, any professional or technical personnel who are, or have been at any time during the period of this contract, in the employ of FHWA, STATE or CITY/COUNTY, except regularly retired employees, without written consent of the public employer of such person.

If during the time period of this agreement, CONSULTANT finds it necessary to increase his professional, technical or clerical staff as a result of this work, he will actively solicit minorities through his advertisement and interview process.

During the performance of this agreement, CONSULTANT, for itself, its assignees and successors in interest, hereinafter referred to as "CONSULTANT", agrees as follows:

A. *Compliance with Regulations. CONSULTANT shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.*

B. *Nondiscrimination. CONSULTANT, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. CONSULTANT shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix B of the Regulations.*

C. *Solicitations for Subcontracts, Including Procurement of Materials and Equipment. In all solicitations, either by competitive bidding or negotiation made by CONSULTANT for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by CONSULTANT of CONSULTANT'S obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.*

D. *Information and Reports. CONSULTANT will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by STATE or Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.*

E. *Sanctions for Noncompliance. In the event of CONSULTANT'S noncompliance with the nondiscrimination provisions of the agreement, STATE shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:*

   (1) Withholding of payments to CONSULTANT under the agreement, until CONSULTANT complies; and/or

   (2) Cancellation, termination or suspension of the agreement, in whole or in part.

F. *Incorporation of Provisions. CONSULTANT will include the provisions of paragraphs "A" through "F" of this section in every subcontract, including procurements of materials and leases of equipment, unless exempt of Regulations, order, or instructions issued pursuant thereto, CONSULTANT will take such action with respect to any subcontract or procurement as STATE or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided however, that, in the event CONSULTANT becomes involved in, or is threatened with litigation with a subcontractor or supplier as a result of such direction, CONSULTANT may request STATE to enter into such litigation to protect the interests of STATE, and, in addition, CONSULTANT may request the United States to enter into such litigation to protect the interests of the United States.*

CERTIFICATION OF CONSULTANT

I hereby certify that I am the (title) and duly authorized representative of the firm of , whose address is , and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract.

(b) agree, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division, and is subject to applicable State and Federal laws, both criminal and civil.

DATE SIGNATURE

CERTIFICATION OF AGENCY OFFICIAL

I hereby certify that I am the Agency Official of PORTLAND, Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express of implied condition in connection with obtaining or carrying out this contract to

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, and is subject to applicable State and Federal laws, both criminal and civil.

DATE SIGNATURE

EXHIBIT D

7490

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: November 15, 1978

FROM: Dettmar W. Jones
Staff Auditor D.W. Jones

SUBJECT: Pre-award Evaluation
Earth Metrics, Inc./City of Portland
Going St. EIS

Definition Statement

The City proposes to employ the consultant for preparation of draft and final environmental impact statements on the referenced project. Consultant proposes to do the work on a cost-plus-fixed-fee basis not to exceed $109,800.

Analysis

We understand that the preliminary engineering, which includes this EIS preparation, is to be funded by FHWA on a "pass-through" basis; there is no match funding by State. The construction phase will be handled by City under an EDA grant with no State involvement.

City has a written procedure approved by State and FHWA governing consultant selection, and that procedure was followed on this project. Although I do not have a copy in hand, Steve Dotterrer, City Planning Office, promised to supply one.

I attended a conference at Mr. Bothman's request on November 9, 1978, with the following persons to work out the proposed Agreement and project schedule:

Glen Pierce, Portland Traffic Engineer
Steve Dotterrer, Portland Project Manager
Jeff Kaiser, OSHD Metro Environmentalist
Kay Ransom, Earth Metrics, Vice-Pres.

Ms. Ransom promised to send me a copy of Consultant's latest CPA audit report which has been approved by a cognizant federal agency. This is not yet at hand.

It should be noted that OSHD currently employs Consultant for preparation of a DEIS on the Nyberg Rd. (Tualatin) project.

Exhibit "B" details the cost estimate. The costs, including the net (fixed) fee, appear to be reasonable, allocable and allowable. The subconsultant, to be employed locally and as yet unnamed, is to supply soils and hydrologic data representing only a minor non-labor direct cost.

The arithmetic has 2 minor errors:

1) Total estimate figure on page 16 should be corrected to read $109,800.
2) Breakdown of Overhead Costs on page 17 totals only 124%. Because these figures are merely projected estimates subject to adjustment by audit to actual costs, we can accept the 125% used in the proposal. The 1% difference means only $366.

81-125-1387

Conclusion

With the 2 corrections noted above we recommend approval of the proposed Agreement.

Please note the opening paragraph in Mr. Bothman's request dated November 9 for this evaluation. My phone contact with CALTRANS showed "no record of audits of Earth Metrics" by their personnel.

DWJ:cw

cc: R.N. Bothman
R.J. Hacek

APPROVED
V. E. Skoog
V. E. SKOOG, Controller
Division of State Highway Division

STATE OF OREGON

INTEROFFICE MEMO

Technical Services — DEPT.

238-7439 — TELEPHONE

TO: DISTRIBUTION

DATE: November 9, 1978

FROM: R. N. BOTHMAN
Administrator

NOTED
H. S. COULTER

SUBJECT: Going Street Noise Mitigation
Project Consultant Contract

In order to meet EDA funding deadlines, a final EIS for the project must be completed by July 1979. This is an ambitious schedule requiring that the consultant for the EIS be started as quickly as possible.

I have attached a draft consultant contract between the City of Portland and the firm of Earthmetrics for your review. Apparently, despite the fact that no state match monies are involved, ODOT and Executive Department approvals are required before FHWA will approve the contract.

I have asked Jef Kaiser on my staff to hand carry the final document around to each of you on Thursday, 16 November, for your signatures. He will be contacting you to see if this date is convenient, and arrange an appointed time.

If you have any comments or questions concerning the draft contract, please call Jef Kaiser at 238-7439.

EDA Project
FHWA - FAIX funding -
all city of Portland match -
City - 17,000 - local match

pq

Distribution:
H. S. Coulter
Ed Hunter
Jack Sollis
Vern Skoog, Attn. Dett Jones
Judy Lyda, Exec. Dept.
Cliff Christianson, FHWA
Glen Gray, FHWA

RECEIVED
STATE HWY ENGR
NOV 13 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

9440

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-9-78

FEDERAL AID PROJECT NO. IX-9926(2)

STATE PROJECT NO. See below

COUNTY NAME Multnomah

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90014

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-9-78	FAU 9926	City Street

GENERAL LOCATION:

N. Basin Ave. - Pacific Hwy. (Portland) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility preparatory work
  TEC NTE $200,000
  Federal Funds $171,500
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-10-78 letter.

NOTED
F. B. KLABOE
11-9-78

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-9-78	G. K. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-767

November 3, 1978

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

Attention: George Yerkovich
Auditor of the City of Portland

MISC. CONTRACTS and
AGREEMENTS No. 6805

Gentlemen:

Attached for your files are two fully executed copies of an agreement concerning noise reduction in the Going Street Neighborhood (N. Basin Avenue-I-5 Freeway Section).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

Attachments

bc: Don Harwell (agreement attached)

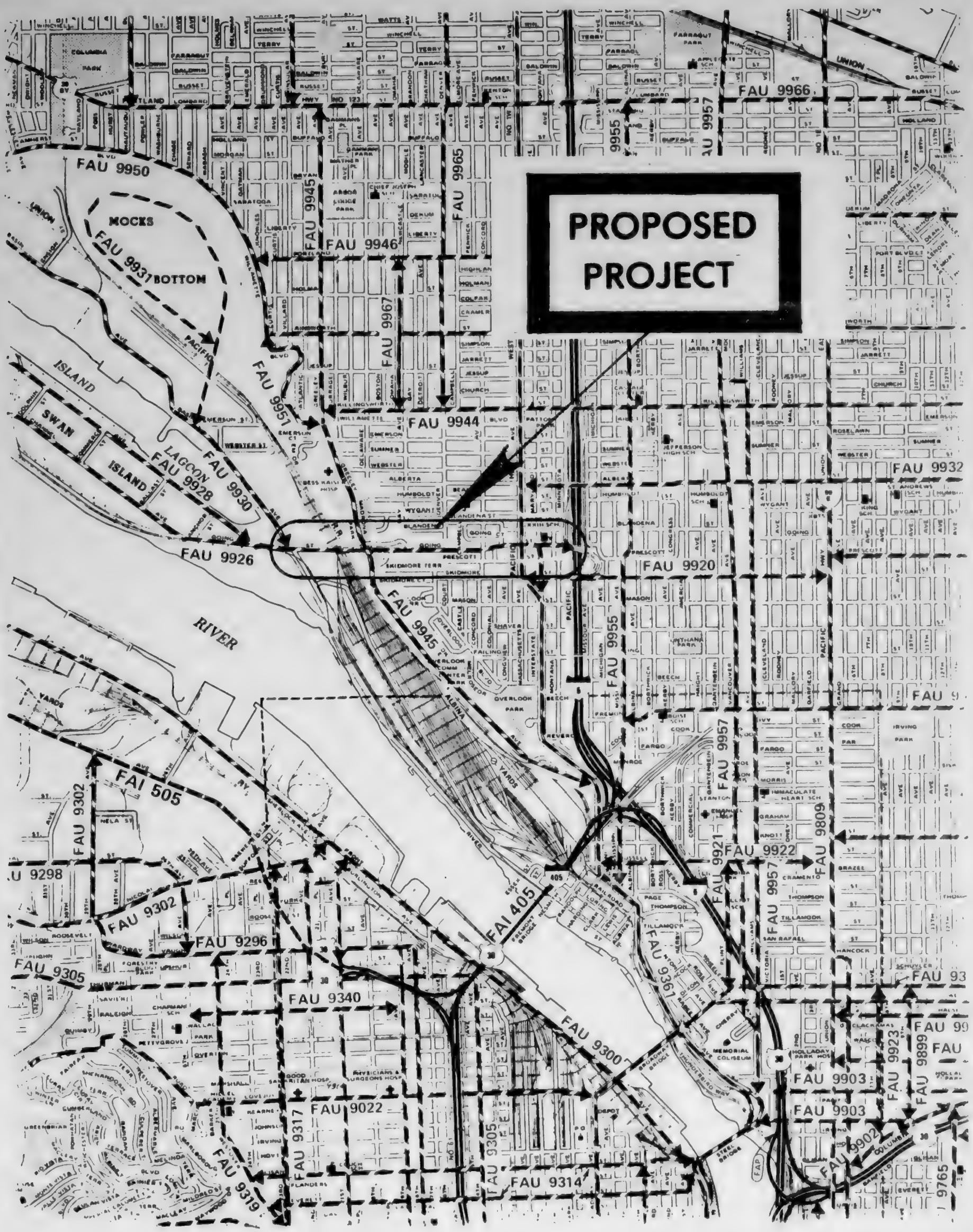
CITY OF PORTLAND
Proposed Interstate Transfer Project

N. Basin Avenue-I-5 Freeway Section
N. Going Street, FAU 9926
Preliminary Engineering
0.66 miles
$200,000

This project entails all the work and costs to prepare plans and contract documents for a project to provide noise relief for the Going Street Neighborhood. The future construction, to be accomplished with EDA funds, will involve removing some noise sensitive structures, and protecting others with an earth berm and wall along Going Street.

The City will engage a consultant to perform the preliminary engineering.

78-g
10-12-78


PROPOSED PROJECT
FAU 9950
MOCKS BOTTOM
FAU 9931
ISLAND
SWAN ISLAND
LAGOON
FAU 9928
FAU 9926
RIVER
FAU 9945
FAU 9946
FAU 9965
FAU 9967
FAU 9951
FAU 9944
FAU 9930
FAU 9966
FAU 9957
FAU 9955
FAU 9932
FAU 9920
FAU 9921
FAU 9922
FAU 9809
FAU 9957
FAU 9923
FAU 9899
FAU 9903
FAU 9902
FAU 9765
FAU 9936
FAU 9300
FAI 405
FAI 505
FAU 9302
FAU 9298
FAU 9296
FAU 9305
FAU 9340
FAU 9022
FAU 9317
FAU 9319
FAU 9314
FAU 9305
FAU 9302

1-140

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: DOT

PROJECT TITLE: Going Street Noise Mitigation MULT.

DATE: October 24, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
OCT 27 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

[x] No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

[x] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

10-27-78
Copies to:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
G. A. Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
R. N. Bothman
E. L. Hardt
W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD

9-27-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
OCT 1978

PNRS STATE REVIEW

Project #: [illegible] Due Date: OCT 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By [signature] 10/13/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
OCT 3 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 7809 2 850 Due Date: Oct 20 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

9490

STATE OF OREGON

INTER-OFFICE MEMO

ODOT METRO — DEPT.

238-8226 — TELEPHONE

TO: The File

DATE: October 16, 1978

NOTED
E. S. HUNTER

FROM: R. N. Bothman
Administrator

SUBJECT: Going Street Noise Mitigation Project

Met with Doug Wright and Glen Pierce to outline the schedule for the subject project. The activities on the attached summary have been accomplished or are in the process to be accomplished on the dates indicated.

FHWA Approval	November 13
Initiation of Consultant Activities	November 15
Preliminary DEIS	February 1
DEIS to Printer	February 15
DEIS Distribution	March 1
Hearing	April 1
Transmittal FEIS to FHWA	June 1
FEIS Approval FHWA	July 1

In order to initiate this process, several activities will be going on concurrently during the month of October and early November. The city-state agreement will be processed for completion by November 13. The consultant agreement will be processed for completion and initiation of the consultant activities by November 15. The program approval by the FHWA will be initiated and prepared for approval November 13. The A95 process approved by November 13.

All these parallel efforts, which normally take four months, are scheduled to be completed in two months with everything keyed to A95 review completion on November 13.

The effort is under the leadership of the city, the state having a supportive role.

TECHNICAL SERVICE
OCT 1
REFER TO
FOR
Info | Inve | R/D | D/R | Sign | Pol | File

81-125-1387

By copy of this memo, I would like to see the state uphold its end of the bargain to expeditiously move those activities which are our responsibility within the time frame we have established. This would include the programming effort, the A95 effort, the survey authorization and notification process, the agreement effort, the review of the consultant agreement, etc., as well as the review and processing of the draft Environmental Impact Statement and final Environmental Impact Statement.

The entire effort is geared to completion of the FEIS on July 1, 1979 so that a EDA grant for construction can be made on September 1 prior to lapsing of the funds on October 1.

ke

cc: Fred Klaboe
Ed Hunter
Gary Potter
Jef Kaiser

Attachments

Going Street Noise Mitigation

FHWA approval 11/12

Start consultant 11/15

Draft DEIS 2/1

To printer 2/15

Distribute DEIS 3/1

Hearing 4/1

FEIS to FHWA 6/1

FEIS approval 7/1

Going Street Noise Mitigation

1. Received project request from city 8/31
2. CRAG approval funding 9/28
3. METRO transmittal to Project Management 9/7
4. Assessment to FHWA 9/18
5. Commission approval est 10/24
6. A-95 to Executive Department 9/27
7. LRT to Governor
8. LTR to Green 10/2
9. Assessment from FHWA
10. Program to FHWA 10/11
11. Agreement to city
12. Agreement from city
13. Complete A-95 est 11/12
14. FHWA approval est 11/22

10/16/78

RNB/ke

October 12, 1979

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the October 24th meeting will be six requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone is requesting a $25,000 project to construct a concrete stairway between Oatfield Road and Bull Avenue.

A $71,500 project to widen 42nd Avenue and King Road and to channelize Harrison Street is being requested by Milwaukie.

Three requests were received from Portland: (1) a $200,000 preliminary engineering project to prepare contract documents for a project to reduce noise in the Going Street neighborhood, (2) a $1,506,100 project to widen and improve a 2.50 mile segment of S. E. 39th Avenue, and (3) an $825,000 project to install traffic signals at 3 intersections, replace and remodel existing signals at 2 intersections, and provide left-turn refuges as needed-all on the Beaverton-Hillsdale Highway.

Clackamas County's request is for a $86,000 project to widen a 0.6 mile segment of Lake Road to a 40-foot paved section.

Interstate Transfer funds for these projects are estimated at $2,307,900, with Local Government providing all of the required $375,700 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the necessary agreements for and on your behalf.

Attachments

GEZ:pf

bcc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. F. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. H. Harwell
George Bell

94190

ROBERT W STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 10, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

Original Signed By
D. E. Swan

SUBJECT: Project Data Submission
Item No. 90014
Project No. IX-9926 (2)
N. Basin Ave.-Pacific Hwy. (Portland) Section
Multnomah County

Attached support data consists of PR-1 forms and project maps for the subject project.

We request the following:

1) Financing for the project utilizing Interstate Substitution General Funds. Approval of this request will involve an estimated total cost of $200,000 and obligations of Federal funds of $171,500.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

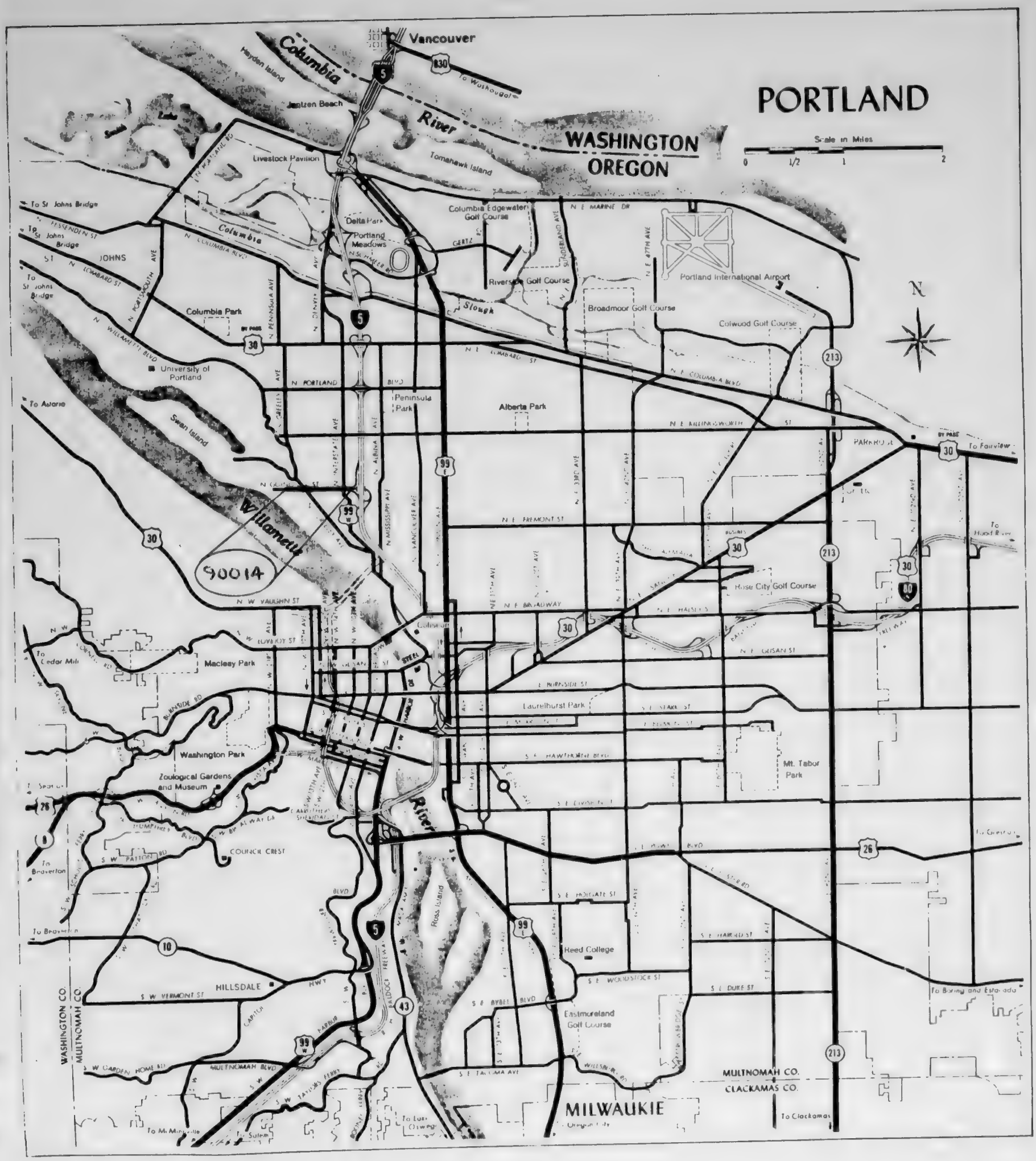
These requests are based on Governor Straub's letter dated October 2, 1978 to Mr. G. L. Green, Division Administrator.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded under separate cover.

JLG:pf
Attachments

cc: R. N. Bothman (Metro)
Max Klotz (Metro)
Jon Rose (Metro)
Ed Hardt (Region 1)
Gary Zehner w/att.

PORTLAND


Vancouver
Columbia River
WASHINGTON
OREGON
Hayden Island
Jantzen Beach
Tomahawk Island
To Washougal
Scale in Miles
0 1/2 1 2
Livestock Pavilion
Delta Park
Portland Meadows
Columbia Edgewater Golf Course
Riverside Golf Course
Portland International Airport
Broadmoor Golf Course
Colwood Golf Course
Columbia Park
Slough
To St Johns Bridge
JOHNS
University of Portland
To Astoria
Swan Island
Peninsula Park
Alberta Park
Willamette
90014
Macleay Park
To Cedar Mill
Washington Park
Zoological Gardens and Museum
COUNCIL CREST
To Beaverton
HILLSDALE
WASHINGTON CO.
MULTNOMAH CO.
Ross Island
Reed College
Eastmoreland Golf Course
Rose City Golf Course
Laurelhurst Park
Mt. Tabor Park
MULTNOMAH CO.
CLACKAMAS CO.
MILWAUKIE
To Clackamas
To Fairview
To Hood River
To Gresham
To Lake Oswego
To Salem
To McMinnville
N
5
30
99E
99W
213
26
10
43

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-10-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD																			
CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65		ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME										
		Street, N. Basin to Pac. Hwy. (Portland)			24,500	- - -		10	Oregon										
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14 23		NUMBER 7								
	Preliminary Engineering								IX-		9926								
CARD	CLASS OF FEDERAL FUNDS								COUNTY NAME										
	Interstate Substitutions General								Multnomah										051 (14)
	NAME OF URBAN AREA 17-31								ROUTE NO. U	FEDERAL-AID		(32)	STATE		(36)(37)	U.S.			
	Portland									9926			Street*			- - -			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (Portland)
	1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5						PE		"N. Basin Ave.-Pacific Hwy. (Portland) Section"	0.66	200,000	171,500	- - -	28,500
5						ROW							
5						CONST (CODE)							
CARD 1	CODE 1	PREPARED BY JLG					PROJECT TOTALS		0.66	200,000	171,500	- - -	28,500
1	14	PROGRAM APPROVAL DATES								(16) (23)	(24) (33)	REMARKS	

* N. Going St.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

10-10-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
reet, N. Basin to Pac. Hwy. (Portland)	ADT	24,500	- - -		10	Oregon	41	823	90014

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
gineering								IX-	9926	(2)		

Interstate Substitutions General

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO. U | FEDERAL-AID: 9926 | STATE: Street* | U.S.: - - -

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS (Portland)	CHARACTER OF PROPOSED WORK (Full description)
E			0.66	200,000	171,500	- - -	28,500	Util. prep. work as req.
OW								
NST (ODE)		"N. Basin Ave.-Pacific Hwy. (Portland) Section"						ROW - 90' normal; Access Control-none; Parking Restrictions-complete.
		PROJECT TOTALS	0.66	200,000	171,500	- - -	28,500	

JLG

OVAL DATES

REMARKS

* N. Going St.

-OVER-

N. BASIN AVE.-PACIFIC HWY. (PORTLAND) SECTION
PROJECT NO. IX-9926 (2)

Existing Facility:

Roadway --- 5 traffic lane curbed with high-type pavement (94'-56.5')
Structures --- O'Xing of UPRR, Br. No. 16105.
U'Xing of N. Greeley Ave., Br. No. 16106.
U'Xing of Concord Ave. pedestrian structure.

Adjacent Sections:

W. End --- 94' curbed section accommodating 6 traffic lanes with a left turn lane at N. Basin Avenue.
E. End --- 56.5' curbed section accommodating 5' traffic lanes at N. Montana Avenue.

Project Data:

Work under this project consists of preliminary engineering all phases including utility preparatory work necessary for future noise mitigation for Going Street neighborhood by removing some noise sensitive structures and protecting others with an earth berm and wall, etc.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved. (No change to RR str.)

FHPM 7-7-2 Requirements:

Major action project requiring a FEIS concurred in by FHWA on September 27, 1978.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approval
b) District 2 Clearinghouse --- A-95 review satisfi
inclusion of projec

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Reg
Statutues.

Data for PR-37:

Field Work ----------	$185,500
PS&E preparation -------	14,500
TOTAL	$200,000

NOTE:

1) This project is in Congressional District No. 3
2) Included in CRAG FY'79 TIP/AE under resolution
9-28-78.

IFIC HWY. (PORTLAND) SECTION
26 (2)

:

traffic lane curbed with high-type pavement
4'-56.5')
O'Xing of UPRR, Br. No. 16105.
U'Xing of N. Greeley Ave., Br. No. 16106.
U'Xing of Concord Ave. pedestrian structure.

:

curbed section accommodating 6 traffic lanes
h a left turn lane at N. Basin Avenue.
5' curbed section accommodating 5' traffic
es at N. Montana Avenue.

s project consists of preliminary engineering
luding utility preparatory work necessary for
itigation for Going Street neighborhood by
noise sensitive structures and protecting
earth berm and wall, etc.

rports, Railroads, Water Developments, Historical
Areas:

(No change to RR str.)

ements:

roject requiring a FEIS concurred in by FHWA on
1978.

FHPM 4-1-4 Requirements:

a) State Clearinghouse --- A-95 review approval _____.
b) District 2 Clearinghouse --- A-95 review satisfisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements:

In accordance with Oregon Action Plan, Federal Regulations and Statutues.

Data for PR-37:

Field Work ----------	$185,500
PS&E preparation -------	14,500
TOTAL	$200,000

NOTE:

1) This project is in Congressional District No. 3.
2) Included in CRAG FY'79 TIP/AE under resolution BD 780904 dated 9-28-78.

9410

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 27, 1978

TO: Executive Department
Federal Aid Coordination Unit

FROM: for D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: Going Street Noise Mitigation
Highway: FAU-0026, Going St., Portland
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be October 27, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro Engineer

RECEIVED
STATE HWY ENGR
SEP 27 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: Going Street Noise Mitigation

11 12] PROJECT LOCATION—CITY: FAU-0026 Going St., Portland | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION [79: SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] [71: To provide noise relief for Going Street neighborhood, and to maintain and enhance

07 12] [71: the neighborhood residential character of the Overlook area, while allowing for the

08 12] [71: continued development of Swan Island Industrial Park and its attendant increase in

09 12] [71: traffic. Preliminary Engineering and EIS for a noise relief project consisting of removal of some noise sensitive structures and protection of others by noise

10 12] [71: barriers. The specific form of the noise barriers will be determined during preliminary engineering.

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,064,000	- - -	168,000	168,000	----	2,400,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [ ] 29 No [X] 30 Date: T.I.P.

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [X] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED: Yes [X] 35 No [ ] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: October | 43] DAY [44: 27 | 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: T.I.P.

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	%____ $_____	%____ $_____	%____ $_____
Second Year	%____ $_____	%____ $_____	%____ $_____
Third Year	%____ $_____	%____ $_____	%____ $_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Major-Significant environmental impact under Oregon's Action Plan.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 50
Yes, No

Acres_____; Type of Relocation Req. Residential ; No. Approx. 74 dwelling units (19 houses, 55 apts.)

Materials Source, Borrow, Waste Disposal Requirements, if any:

Approximately 26,000 yards of fill would be required to construct the berm. Source of the fill would be determined during P.E. but it is available locally.

Type of Structure(s):

Possible earth berm and freestanding wall.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

Part of Comprehensive Economic Development Strategy and part of Swan Island Planning Program, both adopted by City Council. The Port of Portland has also adopted the Swan Island Planning Program. The project was given Priority 2 of 7 on the City Council's Comprehensive Economic Development Strategy.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Detailed alternatives will be considered during Preliminary Engineering. The Swan Island Task Force has previously considered and rejected alternatives such as new access routes and changes in land use or vehicle noise regulations.

Other Descriptive Information or Comments:

(Attach project sketch map.)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M-9926(-)

1. GENERAL INFORMATION

1. Project Identification:

Date September 15, 1978

Section Going Street Noise Mitigation Study
Unit (if appl) Metropolitan
County Multnomah
City Portland
Highway Going Street
State Hwy. No. --
Termini: M.P.(if appl)
Length Approximately 2100'
Region
Construction Estimate $2,400,000*
Program Amount

*This request is for $200,000 for preliminary engineering only.

2. **Purpose of Project:** To provide noise relief for Going Street neighborhood, and to maintain and enhance the neighborhood residential character of the Overlook area, while allowing for the continued development of Swan Island Industrial Park and its attendant increase in traffic.

3. **Origin & History of Project:** The Swan Island Task Force was created by the Portland City Council to deal with the twin problems of insufficient access to Swan Island and environmental degradation in the Overlook neighborhood. After technical consultant studies, the Task Force recommended the Basin/Going and Greeley/I-5 projects for solving the problems. However, the EIS for these projects shows that a significant noise reduction along Going Street would not be achieved by the projects. The desire to reduce noise levels along Going Street despite increasing traffic volumes due to a growing Swan Island Industrial Park led to the development of this project.

4. **General Description of Project:** Preliminary Engineering and EIS for a noise relief project consisting of removal of some noise sensitive structures and protection of others by noise barriers. The specific form of the noise barriers will be determined during preliminary engineering.

Alignment: New No Changes Existing Combined

Typical Section: Existing: No. Lanes 5 ; Med. None ; Shldrs. None ; Parking None
Proposed: No. Lanes 5 ; Med. None ; Shldrs. None ; Parking None

Traffic: Existing Facility: Existing ADT 24,500 ; Projected ADT 30,600 ; Yr. 1990
Existing Level of Service Not available

Proposed Facility: Projected ADT 30,600 ; Yr. 1990
Projected Level of Service (Assuming Greeley/I-5 Project)

Right of Way: Additional anticipated Yes; if yes, give approx. No. Parcels 50

Yes, No

Acres_____; Type of Relocation Req. Residential; No. Approx. 74 dwelling units (19 houses, 55 apts.)

Materials Source, Borrow, Waste Disposal Requirements, if any:

Approximately 26,000 yards of fill would be required to construct the berm. Source of the fill would be determined during P.E. but it is available locally.

Type of Structure(s):

Possible earth berm and freestanding wall.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

Part of Comprehensive Economic Development Strategy and part of Swan Island Planning Program, both adopted by City Council. The Port of Portland has also adopted the Swan Island Planning Program. The project was given Priority 2 of 7 on the City Council's Comprehensive Economic Development Strategy.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Detailed alternatives will be considered during Preliminary Engineering. The Swan Island Task Force has previously considered and rejected alternatives such as new access routes and changes in land use or vehicle noise regulations.

Other Descriptive Information or Comments:

(Attach project sketch map.)

b. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A number of households will be displaced. Initial projections include 55 apartment units and 19 single-family houses. Relocation benefits are included in the projected costs. During Preliminary Engineering, relocation of the homes will be included as an alternate to demolition.

2. Estimated Impact on Traffic Patterns:

Five local streets accessing Going will be closed, redirecting small volumes of neighborhood traffic onto Interstate Avenue.

Consequences--Air Quality, Noise, Safety, etc.:

The construction of the Suggested Project would provide a major decrease in noise at project completion, on the order of 8-12 dBA rather than the 2 dBA decrease which results from traffic rerouting only. Closure of cross streets will eliminate several high accident intersections.

3. Estimated Impact on Land Use:

The right-of-way acquisition will displace residences, but, on the whole, the project will strengthen the residential character of the neighborhood.

Consequences: Removal of 74 housing units will reduce neighborhood population slightly, since sufficient sites for replacement of all housing is not available in the neighborhood.

Expected Impact on Natural Ecological Resources:

Berm and removal of homes would add areas of vegetation (grasses, shrubs).

Consequences:

Would provide additional habitat for fauna.

pected Impact on Cultural and Scenic Resources:

A cultural resource survey may be necessary.
Construction of wall may hinder the view from remaining adjacent houses. Project includes provision for bike/pedestrian path connecting the neighborhood with the proposed Willamette River Greenway. Removal of Sisters' housing may affect effectiveness of church/school complex.

sequences:

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The eastern portion of the project area is located on the North Portland plateau above the Willamette River. The western end of the project area is located in Going Canyon, a break in the bluff which separates the north Portland plateau and the Willamette River and is the only natural land access to the east bank of the river between St. Johns and Albina. The plateau is entirely urbanized and the flora is entirely man-introduced. The canyon area contains a mix of deciduous trees. Fauna of the area can be expected to include rodents, opossum, squirrels, moles and a variety of non-urban and typically urban avifauna.

2. Cultural:

As with the City as a whole and the North Portland Peninsula, single-family residential is the largest single use of land in the Going Street area.

Most of the homes in the area south of Killingsworth were built after 1920. The area south of Going is generally older, with more than 75% of the houses built before 1940. In the area north of Going, over 50% of the houses were built before 1940. The residential area is generally stable, with a large percentage of elderly retired residents. The generally good condition makes the houses good homes for small families. As a result, the neighborhood's population profile could show an increase of children in the coming years, if neighborhood quality and schools can be maintained.

To the west of Greeley Avenue, the lowlands of Swan Island and Mocks Bottom are entirely industrial or vacant land zoned for industry. East of Interstate Avenue, the land uses are mixed, with a marked increase in the percentage of multi-family housing.

9. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A number of households will be displaced. Initial projections include 55 apartment units and 19 single-family houses. Relocation benefits are included in the projected costs. During Preliminary Engineering, relocation of the homes will be included as an alternate to demolition..

2. Estimated Impact on Traffic Patterns:

Five local streets accessing Going will be closed, redirecting small volumes of neighborhood traffic onto Interstate Avenue.

Consequences--Air Quality, Noise, Safety, etc.:

The construction of the Suggested Project would provide a major decrease in noise at project completion, on the order of 8-12 dBA rather than the 2 dBA decrease which results from traffic rerouting only. Closure of cross streets will eliminate several high accident intersections.

3. Estimated Impact on Land Use:

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Expected Impact on Natural Ecological Resources:

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Consequences:

Would provide additional habitat for fauna.

Expected Impact on Cultural and Scenic Resources:

A cultural resource survey may be necessary.
Construction of wall may hinder the view from remaining adjacent houses. Project includes provision for bike/pedestrian path connecting the neighborhood with the proposed Willamette River Greenway. Removal of Sisters' housing may affect effectiveness of church/school complex.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

See #7.

7. Potential for Controversial Issues:

a. Removal of dwelling units.
b. Right-of-way acquisition.
c. Aesthetics of wall.
d. Restrictions on local street access.
e. Removal of Sisters' housing.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No impact.

b. Noise Standards

PE will determine if all residences may be brought below 70 dBA (L_{10}) FHWA noise standard, and as many as possible will be brought below the 65 dBA HUD standard.

c. Water Quality Standards

No impact.

d. Area Land Use and Transportation Plans, and Zoning

Does not conflict with zoning. Allows continued industrial development of Swan Island.

Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
X D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Recommended Project Category: ____ 1 X 2 ____ 3 ____ 4

4490

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-7439 — TELEPHONE

TO: GARY POTTER, Manager
Environmental Section

DATE: September 13, 1978

FROM: JEF KAISER
Environmental Leader

SUBJECT: Going Street Noise Mitigation Project

RECEIVED
ENVIRONMENTAL SECTION
SEP 6 1978

Referred to [ ] Manager [ ]
Proj. Coord. [ ] Res. Coord. [ ]
Eng. Coord. [ ] Adm. Asst. [ ]
DK [ ] [ ]
file

The attached asessment is submitted by the City of Portland. I have reviewed its content and concur with the recommended action. Although the project request is for preliminary engineering only, including the preparation of a draft and final EIS, an assessment is still required because the project will be constructed under a separate funding source (EDA).

Please review and process.

lh

attachment

cc: Program Packet

cc: Buzz Swan
Jef Kaiser
Cliff Christiansen. 9/7/78 SG

9-7 - Since the request is for PE only, an assessment is not necessary. (to be programmed through FHWA)
Hunter

9/13 - Steve Kaiser Christiansen
After discussions w.t. Bothman, will proceed to process assessment with FHWA

RECEIVED
TECHNICAL SERVICES
SEP 14 '78
REFER TO
FOR:
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

4490

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO 238-8230
DEPT. TELEPHONE

TO: D. H. MOEHRING, Manager Attn: D. Swan DATE: September 7, 1978
Project Management Section

FROM: MAX J. KLOTZ
Technical Services Manager

SUBJECT: Project Request
e(4) Transfer Funds
N. Basin Avenue - I-5
N. Going Street (FAU 9926)
City of Portland
Planning File No. 78-80

Attached is a project request packet containing an authority for survey, project information sheet, federal aid project request, environmental assessment, and an agreement information sheet.

The city is requesting the programming of $200,000 of e(4) funds for the accomplishment of preliminary engineering for this project. Economic Development Administration (EDA) funding will be utilized for right-of-way acquisition and construction. In order to meet time limitations set by EDA, it is essential to begin preliminary engineering as soon as possible.

The city is taking steps to have this project added to the CRAG TIP. This will happen in the near future.

Please initiate the A-95 review process now, assuming that this project will be added to the TIP without any complications. We don't want ODOT's programming time to cause any complications for the city in obtaining EDA funding for this project.

We will notify you when this project has been formally added to the TIP.

lh

attachment

cc: Frank Terpin
Tech. Svs. (6)

9-11-78
Survey authorization to Terpin.

Zehner
Share w/ Swan
Done 9-11-78

81-125-1387

9490

STATE OF OREGON

INTEROFFICE MEMO

ODOT METRO — DEPT.

238-7439 — TELEPHONE

TO: GARY POTTER, Manager
Environmental Section

DATE: September 5, 1978

FROM: JEF KAISER
Environmental Leader

SUBJECT: Going Street Noise Mitigation Project

The attached asessment is submitted by the City of Portland. I have reviewed its content and concur with the recommended action. Although the project request is for preliminary engineering only, including the preparation of a draft and final EIS, an assessment is still required because the project will be constructed under a separate funding source (EDA).

Please review and process.

lh

attachment

cc: Program Packet

81-125-1307

FORM B

9490

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

1. GENERAL INFORMATION

Project Identification:

Date _____

Section I-5 Greeley Avenue. Unit (if appl) Metropolitan

County Multnomah City Portland

Highway Going Street State Hwy. No. --

Termini: M.P.(if appl) _____ Length Approximately 2100'

Region _____ Construction Estimate $2,400,000*
Program Amount

*This request is for $200,000 for preliminary engineering only.

Purpose of Project: To provide noise relief for Going Street neighborhood, and to maintan and enhance the neighborhood residential character of the Overlook area, while allowing for the continued development of Swan Island Industrial Park and its attendant increase in traffic.

Origin & History of Project: The Swan Island Task Force was created by the Portland City Council to deal with the twin problems of insufficient access to Swan Island and environmental degradation in the Overlook neighborhood. After technical consultant studies, the Task Force recommended the Basin/Going and Greeley/I-5 projects for solving the problems. However, the EIS for these projects shows that a significant noise reduction along Going Street would not be achieved by the projects. The desire to reduce noise levels along Going Street despite increasing traffic volumes due to a growing Swan Island Industrial Park led to the development of this project.

General Description of Project: Preliminary Engineering and EIS for a noise relief project consisting of removal of some noise sensitive structures and protection of others by a noise barrier. The specific form of the noise barriers will be determined during preliminary engineering. One of the options is a combination of an earth berm and wall between Greeley Avenue and the I-5 ramps. The noise barrier, depending upon PE, will be approximately 13'-14' high.

Alignment: New No Changes Existing _____ Combined _____

Typical Section: Existing: No. Lanes 5 ; Med. None ; Shldrs. None ; Parking None

Proposed: No. Lanes 5 ; Med. None ; Shldrs. None ; Parking None

Traffic: Existing Facility: Existing ADT 24,500 ; Projected ADT 30,600 ; Yr. 1990

Existing Level of Service Not available

Proposed Facility: Projected ADT 30,600 ; Yr. 1990

Projected Level of Service (Assuming Greeley/I-5 Project)

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 50

Acres_____; Type of Relocation Req. Residential; No. Approx. 74 dwelling units · (19 houses, 55 apts.)

Materials Source, Borrow, Waste Disposal Requirements, if any:

Approximately 26,000 yards of fill would be required to construct the berm. Source of the fill would be determined during P.E. but it is available locally.

Type of Structure(s):

Possible earth berm and freestanding wall.

Brief Description of River or Stream and Type of Involvement, if any:

None.

Local City, County or COG priorities of project:

Part of Comprehensive Economic Development Strategy and part of Swan Island Planning Program, both adopted by City Council. The Port of Portland has also adopted the Swan Island Planning Program. The project was given Priority 2 of 7 on the City Council's Comprehensive Economic Development Strategy.

FHWA and/or OSHD approvals given, if any:

None.

Location or Design Alternatives (identify and describe):

Wall on earth berm from Greeley to Interstate and from Interstate to I-5 ramps. Other detail alternatives will be considered during Preliminary Engineering. The Swan Island Task Force has previously considered and rejected alternatives such as new access routes and changes in land use or vehicle noise regulations.

Other Descriptive Information or Comments:

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The eastern portion of the project area is located on the North Portland plateau above the Willamette River. The western end of the project area is located in Going Canyon, a break in the bluff which separates the north Portland plateau and the Willamette River and is the only natural land access to the east bank of the river between St. Johns and Albina. The plateau is entirely urbanized and the flora is entirely man-introduced. The canyon area contains a mix of deciduous trees. Fauna of the area can be expected to include rodents, opossum, squirrels, moles and a variety of non-urban and typically urban avifauna.

2. Cultural:

As with the City as a whole and the North Portland Peninsula, single-family residential is the largest single use of land in the Going Street area.

Most of the homes in the area south of Killingsworth were built after 1920. The area south of Going is generally older, with more than 75% of the houses built before 1940. In the area north of Going, over 50% of the houses were built before 1940. The residential area is generally stable, with a large percentage of elderly retired residents. The generally good condition makes the houses good homes for small families. As a result, the neighborhood's population profile could show an increase of children in the coming years, if neighborhood quality and schools can be maintained.

To the west of Greeley Avenue, the lowlands of Swan Island and Mocks Bottom are entirely industrial or vacant land zoned for industry. East of Interstate Avenue, the land uses are mixed, with a marked increase in the percentage of multi-family housing.

5. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

A number of households will be displaced. Initial projections include 55 apartment units and 19 single-family houses. Relocation benefits are included in the projected costs. During Preliminary Engineering, relocation of the homes will be included as an alternate to demolition.

2. Estimated Impact on Traffic Patterns:

Five local streets accessing Going will be closed, redirecting small volumes of neighborhood traffic onto Interstate Avenue.

Consequences--Air Quality, Noise, Safety, etc.:
The construction of the Suggested Project would provide a major decrease in noise at project completion, on the order of 8-12 dBA rather than the 2 dBA decrease without the project which results from traffic rerouting. Closure of cross streets will eliminate several high accident intersections.

3. Estimated Impact on Land Use:

The right-of-way acquisition will displace residences, but, on the whole, the project will strengthen the residential character of the neighborhood.

Consequences: Removal of 74 housing units will reduce neighborhood population slightly, since sufficient sites for replacement of all housing is not available in the neighborhood.

Expected Impact on Natural Ecological Resources:

Berm and removal of homes would add areas of vegetation (grasses, shrubs).

Consequences:

Would provide additional habitat for fauna.

Expected Impact on Cultural and Scenic Resources:

Construction of wall may hinder the view from remaining adjacent houses. Project includes provision for bike/pedestrian path connecting the neighborhood with the proposed Willamette River Greenway. Removal of Sisters' housing may affect effectiveness of church/school complex.

Consequences:

6. Preliminary Identification of Areas of Critical Concern:

See #7.

7. Potential for Controversial Issues:

a. Removal of dwelling units.
b. Right-of-way acquisition.
c. Aesthetics of wall.
d. Restrictions on local street access.
e. Removal of Sisters' housing.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

No impact.

b. Noise Standards

PE will determine if all residences may be brought below 70 dBA (L_{10}) FHWA noise standard, and as many as possible will be brought below the 65 dBA HUD standard.

c. Water Quality Standards

No impact.

d. Area Land Use and Transportation Plans, and Zoning

Does not conflict with zoning. Allows continued industrial development of Swan Island.

Recommended Type of Action and Documentation:

----------MAJOR ACTION----------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
X D & FEIS	____ D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

Recommended Project Category: ____ 1 X 2 ____ 3 ____ 4

Form (1)10-75

9490

Form E-19 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-80

AUTHORITY FOR SURVEY

Section NORTH BASIN AVENUE - I-5 Date September 5, 1978

Highway FAU 9926 (Going Street) Authorization No. 1

County Multnomah Survey Prefix (Assigned by Salem office)

Description of termini, route, length, etc.: The routing is that of existing Going Street, extending from the I-5 connection to Basin Avenue. Approximately 3,500 feet in length.

Proposed: To determine sensitive receptors and design for noise mitigation.

Purpose of survey: City to select a consultant to develop a DEIS, to do necessary field surveying, to hold necessary public meetings and hearings. City is to prepare or supervise the consultant in the preparation of plans, specifications, and estimate of costs.

State to monitor the PE, review the plans and EIS. State to complete PS&E.

Funding: e(4)
Category II

		Estimate of Cost
Field Survey	(901)	2,500
Citizen Participation	(902)	
City or County	(903)	45,000
Consultant	(904)	~~140,000~~ 110,000
Final Design	(905)	2,000
Bridge Design	(906)	500
Preliminary Design	(907)	500
R/W Descriptions	(909)	500
Soils & Geology	(910)	
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	5,000
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	2,000
Environmental	(923)	2,000
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 200,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

K. D. LIMBOCKER, METRO Design Engineer

Recommended for Approval:

M. J. Klotz, METRO Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

SP*22004-744

9490 C

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

August 30, 1978

MA PDM PDE TSE SPC
ODOT - METRO

AUG 31 1978

ROBERT N BOTHMAN
METRO ADMINISTRATOR
OR DEPT OF TRANSPORTATION
5821 NE GLISAN STREET
PORTLAND OR 97213

AM PPS FILE T/A

RE: Going Street Noise Mitigation Project

Dear Bob:

Enclosed please find two complete copies of an application for preliminary engineering on the Going Street Noise Mitigation Project. The specific documents enclosed are (1) Federal Aid Project Request (2) Project Assessment and (3) Going Street Noise Mitigation Project report dated June 1978.

We propose to use a portion of the Mt. Hood Transfer funding set aside for the Greeley/I-5 project to fund this preliminary engineering project. We will initiate the necessary approval actions at CRAG in the immediate future.

EDA funding will be utilized for right-of-way and construction. In order to meet certain time limitations imposed by EDA, it is essential that we begin preliminary engineering as soon as possible. Therefore, we would greatly appreciate your help in expediting the handling of this application.

Written correspondence for this project (agreements, etc.) should be directed through this office. However, please be aware that Steve Dotterrer of the Bureau of Planning will be coordinating the early phases of this project. In order to save time in processing this application, you should direct verbal questions to Steve at 248-4254.

Thanks for your assistance in expediting this request.

Sincerely,

John M. Lang, Chief
Bureau of Street and Structural Engineering

GRP:mmc
Enclosures

cc: Doug Wright

9430

FORM A

FEDERAL AID PROJECT REQUEST

Date August 30, 1978

Applicant Agency City of Portland, Oregon

Request for: Off-System ____, FAS-C ____, FAUS "e-4" Project X

Federal Aid Route No. 9926 Route Name Going Street

Project Name Going Street Noise Mitigation Project

Project Length 3500 ft. Project Location (Attach sketch map)

Project Description Project would perform preliminary engineering to provide noise relief for Going Street neighborhood by removing some noise sensitive structures and protecting others with an earth berm and wall along Going Street. This will enhance the neighborhood residential character of the Overlook area and allow for the continued development of the Swan Island Industrial Park. PE will be performed utilizing FHWA funds. Construction (including right-of-way) will be accomplished with EDA funds.

Average Daily Traffic 24,500 Design Speed 40 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch) (See attached Report)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Sidewalks ____

Remarks Going street has three travel lanes eastbound, and has three travel lanes westbound narrowing to two just west of Interstate Avenue. Parking is not permitted.

2. Desired Roadway Cross Section: (Attach sketch) (See attached Report)

Width ____ Travel Lanes ____ Shoulders ____

Medians ____ Parking ____

Curbed ____ Length Curb Radii ____

Sidewalk/Bikeway ____

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-way:

General Width 90' Minimum 60' (between I-5 and Interstate Ave.) Maximum 90'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____

Remarks R/W acquisition will utilize EDA funds. Prior approval should be obtained from FHWA to abide by EDA policies concerning R/W.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Three phase signal at Interstate and Going.

2. Proposed Signalization:

Location Same

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? No changes.

4. Permanent Striping:

Include in project or by applicant? No changes.

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

Mercury vapor at side of roadway.

2. Proposed Illumination:

Location

Type

Remarks Changes may be required as a result of the construction of the noise barrier. Illumination will be studied during the preliminary engineering.

V. STRUCTURE DATA

1. Existing Structure:

Location NA

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location NA

Approximate Size: Length Width

Are sidewalk/bikeways desired: _____

Are any utilities to be attached to structure? _____

Are provisions for illumination desired? _____

Are there any unusual or complicating conditions? _____

Remarks _____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

   Name of Railroad _____
   Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

   Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bureau of Street and Structural Engineering Office
2.	Environmental	" " " " Office
3.	Public Hearing	" " " " Office

Remarks _____

GENERAL INFORMATION

Project preliminary engineering to be performed by:

Applicant X State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant X State _____ Consultant X

3. Will applicant perform any work prior to or after award of contract?
Yes X No _____
If "yes," describe briefly: Prepare work program for EIS, select consultant, supervise construction.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ _____
Right-of-way costs (if participating)	_____
Traffic control	_____
Illumination	_____
Structures	_____
Railroad	_____
Other _____	_____
Preliminary engineering	$ 200,000
PROJECT TOTAL	$

Remarks This request is for Preliminary Engineering only. Estimated project cost is $2.4 million.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF PORTLAND and/or _____ COUNTY

By _____ By _____

By _____ By _____

By _____

Rec'd. 8-29-78

cc: Bill Zirbes
10-19-78

Basin Avenue-Going Street Interchange
Multnomah County
Prefix: 326-1978

REPORT ON SURVEY

The purpose of this authorization is to prepare plans and estimate to improve the present facility to one that can function safely and adequately during the future development of the Swan Island Industrial area. This estimate is based on the construction costs of Alternate 3-C, overall the most favorable alternate, and one that has been tentatively approved by the Technical Advisory Committee associated with this project.

Highway: N. Going Street, FAU ~~0870~~ 9926

Termini: Northerly Terminus - Intersection of the Anchor St. extension and Basin Ave.
Westerly Terminus - 500 feet west of Anchor St./Channel Ave. intersection
Easterly Terminus - West end of Extg. Going St. structure above UPRR tracks

Alignment: The proposed alignment generally follows the present alignment throughout most of the project and overlaps the recently constructed N. Lagoon Ave.-Pacific Highway section (See 11V-204).

Grade: Grade generally follows the present grade throughout most of project. New profile grades were used for the Going/Basin connection and the Anchor Street extension.

Control Horizontal: Local Datum Plane

Control Vertical: City of Portland Datum

Standards: State of Oregon

Typical Section, Roadway:

N. Channel/Going St. -	3 - 12 ft. inside lanes 2 - 16 ft. outside lanes
N. Anchor Street	1 - 12 ft. inside lane 2 - 16 ft. outside lanes
N. Lagoon Avenue	1 - 12 ft. inside lane 2 - 16 ft. outside lanes
N. Basin Avenue	2 - 12 ft. inside lanes 2 - 16 ft. outside lanes

Sidewalks were used only to replace the existing walks, and were normally 7 feet wide, with the exception of the walk northeasterly from the Basin/Going Intersection. This will be 8 feet wide to match the previous project.

Access: No restrictions on access.

Material Source: Commercial suppliers

Right-of-Way: No problems are forseen in right-of-way acquisition as Alternate 3C involves land only, and no relocation of facilities need be considered.

Signing: It is assumed that signing design will be done in Salem. It should be noted however, that only one lane permits a free-flow movement from Channel Avenue easterly through the project. Since most of the traffic consists of repeaters, this problem would most likely solve itself in a few days. If not, this may require the addition of a sign structure to eliminate any confusion.

Signalization: It is assumed that the signal design for the two signal installations will be done by Salem.

Illumination: This is being investigated at this time by the City of Portland. New construction requires removal of the existing installations along N. Going Street and at the Basin/Going intersection. Refer to the utilities engineer's report (to be submitted at a later date).

Utilities: Five hydrants will require relocation along N. Going Street and along N. Lagoon Avenue. There is a possible conflict with the proposed pedestrian overcrossing footings and an existing water main at the Basin/Going intersection. This is presently being investigated by the City of Portland Water Bureau.

Drainage: The existing sewer outfall lines were utilized throughout most of the project. Drainage for the Anchor Street extension across the lagoon outfalls directly into the lagoon area. The proposed 36" culvert across the Anchor Street extension fill was located near an existing 30" outfall in anticipation of possible location if area south of Anchor Street is filled in sometime in the future.

Tentative Base and Surfacing:

Overlay:	
Class "C" Mix:	2"
Patching:	1"

New Construction	
Class "C" Mix:	2"
Class "B" or "C" Mix:	2"
Plant Mix Bit. Base:	8"
Aggregate Base:	6"

This base design is the same as the Lagoon Avenue-Pacific Highway section recently constructed.

Walls: A Type "A" retaining wall with handrail was included in this project to preserve the existing parking facilities adjacent to the proposed Bus Unload Station inside the Ports of Call parking lot.

Concrete Islands: Type "C" concrete islands were used with the exception of the Basin/Going island and the Lagoon/Going island. These two will consist of type "C" curbs, mountable noses, P.C. concrete surfacings, lawns and/or landscaping.

Striping: Striping is assumed to be a part of signing and will be done by State Forces under anticipated items.

Tri-Met Facilities: Three bus stops are provided for this project. Two will be near the Basin/Going intersection, and will serve as a transfer point between buses on Going Street or Basin Avenue.

One bus stop is located inside the Ports of Call parking lot, and will serve Freightliner and Ports of Call.

R.R. Crossings: Union Pacific presently has one spur lying approximately 20 feet southerly of the existing curb on Going Avenue. This crosses the proposed "L" line near Station 41+75. The length of this crossing is approximately 180 feet.

The approach for the bus unload station and the Ports of Call parking lot will also cross these tracks. The length of this crossing is 30 feet.

This office talked with UPRR yardmaster Dick Kanis on August 15. They use this facility once a day during the day shift, so there should not be any major construction problems during the course of the project.

Conflicts: Hydrants and water mains are maintained under the utilities section. Sea planes are presently using the lagoon between Basin and Lagoon Avenues.

LIST OF UTILITY CONFLICTS

"L" 42+00 Rt. Power & telephone cables (widening of street)

"L" 44 to 58 left - Fire hydrants (relocate)

"L" 44 to 46 left - Power cable (moving curb back)

"LA^2" 50+50 right - Fire hydrant (relocate)

"L" 55+00 right - Power & telephone cables (moving curb back)

"L" 58+72 left - Ped O'xing (structure footings may conflict with the existing sewer and water lines)

"L" 60+00 to 62+00 right - Power cable (moving curb back to round corner)

AN 20+30 to 21+00 right - Power cable (moving curb back and extending pavement)

BA 64+00 to 66+00 right - Power and telephone cables (crosses where Anchor St/Going Ave. intersection traffic island will be constructed)

js
ODOT
8/16/78

Oregon State Highway Division

Sheet 1 of 2

Summary-Bid Schedule-Cost Estimate

Date August, 1978

Section Basin Ave - Going St. Intch. 326-1978

Kind of Work Grading, Paving, Signals Length _____ Name E.J. Dunn

No.	Item	PAO No. PAGE No. Code	Unit	Quant	Unit Cost	Total
1.	Mobilization		Lump sum	100%	8%	95,730.00
2	Temporary Protection & Direction of Traffic		Lump sum	100%	3%	36,275.
3.	Temporary Signs	4-2	Sq. Ft.	723	6.00	4,338.
4.	Temporary Barricades	4-3	Each	10	80.00	800.
5.	Temp. Continuous Rail Traffic Barrier-Lighted	4-3	Lin. Ft.	350	7.00	2,450.
6	Flagmen		Hour	500	18.00	9000.
7.	Clearing and Grubbing	Chart.	Lump Sum	100%	3,000	3,000.
8	Removal of Structures & Obstructions		Lump Sum		6,000	6,000.
9.	Removal of Pavement	4-4	Sq. Yd.	594	$1.75	1039.
10	Embankment in Place	1-2	Cu. Yd.	70,146 Dredge	5.25 3.25	368,266.
11	Trench Excavation	2-4	Cu. Yd.	763	10.00	7630
12	Finishing Roadbed & Slopes		Lump Sum	100%	2500	2500.
13	Furnishing & Placing Topsoil	1-14	Cu. Yd.	900	12.00	10,800

Oregon State Highway Division

Sheet 6 of 9

Summary-Bid Schedule-Cost Estimate

Date AUGUST, 1978

326-1978

Section BASIN AVE. - GOING ST. INTCH.

Kind of Work GRADING, PAVING, SIGNALIZATION Length _____ Name E. J. DUNN

No.	Item	PAG. No. PAGE No. Code	Unit	Quant	Unit Cost	Total
14	WATERING	1-2	M-GAL.	127	10.00	1,270
15	STRUCTURE EXCAVATION	1-15	Cu. Yd.	25	15.00	375
16	PLANT MIX BITUMINOUS BASE	3-2	TON	4662	12.00	55,944
17	ASPHALT IN BITUMINOUS MIXTURE	3-2	TON	256	85.00	21,760
18	1"-0 AGGREGATE BASE	3-2	TON	3338	6.00	20,028
19	CLASS "B" OR "C" ASPHALTIC CONCRETE MIXTURE	3-2	TON	3436	12.50	42,950
20	CLASS "C" ASPHALTIC CONCRETE MIXTURE	3-2	TON	5706	12.50	71,325
21	ASPHALT CEMENT IN MIXTURE	3-2	TON	686	85.00	58,310
22	ASPHALT IN TACK COAT	3-2	TON	8	175.00	1400
23	STRUCTURAL CONCRETE IN RET. WALL	4-6	Cu. Yd.	15	250.00	3750
24	REINFORCEMENT IN RET. WALL	4-6	POUND	1123	0.50	561.50
25	PEDESTRIAN HANDRAIL	4-6	LIN. FT.	104	22.00	2288
26	36-INCH CULVERT PIPE	2-2	LIN. FT.	178	39.00	6942

Oregon State Highway Division — Sheet 2 of 3

Summary-Bid Schedule-Cost Estimate — Date August, 1978

Section BASIN AVE. – GOING ST. INTCH. — 326-1978

Kind of Work GRADING, PAVING, SIGNALIZATION — Length ____ — Name E. J. DUNN.

No.	Item	P&O No. Page No. Code	Unit	Quant	Unit Cost	Total
27	8-INCH SEWER PIPE	2-2	LIN. FT.	24	7.00	168.
28	10-INCH SEWER PIPE	2-2	LIN FT.	1190	8.50	10,115.
29	12-INCH SEWER PIPE	2-2	LIN. FT.	62	9.00	558.
30	15-INCH SEWER PIPE	2-2	LIN. FT.	482	10.50	5061.
31	18-INCH SEWER PIPE	2-2	LIN. FT.	72	13.75	990.
32	EXTRA for PIPE UNDER PAVEMENT	2-2	LIN. FT.	697	10.00	6,970
33	CONCRETE MANHOLES	2-2	EACH	3	1200.00	3600.
34	CONCRETE INLETS, TYPE "P"	2-2	EACH	30	275.00	8250.
35	GUARDRAIL, TYPE IA	4-8	LIN FT.	1425	8.00	11,400
36	GUARDRAIL, TYPE IA (REMOVE & REINSTALL)	4-8	LIN. FT.	363	4.50	1633.
37	GUARDRAIL ANCHORS, TYPE I	4-8	EACH	5	250.00	1250.
38	GUARDRAIL END PIECES, TYPE "A"	4-9	EACH	2	25.00	50.
39	GUARDRAIL END PIECES, TYPE "B"	4-9	EACH	2	60.00	120.

Oregon State Highway Division — Sheet 2 of 2

Summary-Bid Schedule-Cost Estimate — Date AUGUST, 1978

Section BASIN AVE - GOING ST. INTCH. — 326-1978

Kind of Work GRADING, PAVING, SIGNALIZATION — Length ____ — Name E.J. DUNN

No.	Item	PAD No. PAGE No. Code	Unit	Quant	Unit Cost	Tota
10	FENCE, TYPE CL-6	4-29	LIN. FT.	341	6.00	2046.
11.	CONCRETE WALKS, CURBS, ISLANDS & DRIVEWAYS & WHEELCHAIR RAMPS.	4-10 4-27	Cu. Yd.	680	150.00	102,000
12.	EXTRA FOR STREET CONNECTIONS	4-30	EACH	3	150.00	450
13	EXTRA FOR RAILROAD GRADE CROSSING	4-31	EACH	2	150.00	300
14	LOOSE RIPRAP, CLASS 700	1-11	Cu. Yd.	4156	15.00	62,340
15	FILTER BLANKET	1-12	Cu. Yd.	956	10.00	9560.
16	ADJUST MANHOLES	2-20	EACH	31	175.00	5425
17	RECONSTRUCT CONCRETE MANHOLE	2-20	EACH	1	600.00	600.
18	ADJUST WATER VALVE BOXES	2-21	EACH	25	75.00	1875.
19	ROADSIDE SEEDING & MULCHING	4-32	ACRE	1.56	550.00	858.
50	PEDESTRIAN OVERCROSSING	4-35	LUMP SUM	100%	270,700	00

Oregon State Highway Division — Sheet ___ of ___

Summary-Bid Schedule-Cost Estimate — Date August 1978

Section Basin Ave – Going St. Intch — 326-1978

Kind of Work Grading, Paving, Signals — Length ___ — Name E. J. Dunn

No.	Item	Code	Unit	Quant	Unit Cost	Total
	Subtotal			1,342,052.00		
	Engineering & Contingencies (20%)			268,410.00		
			$	1,610,462.00		
	Additional Anticipated Items:					
	Salvage & Reinstall Exstg. Illumination					
	Permanent Signing			#987,980		
	Permanent Striping					
	Additional Right-of-Way			#90,740	(9-78)	
	Traffic Signals (4 Loc)			#200,000	(6-22-79 by Irwin)	
				~~$2,000,000~~		

6-25-79
Max agrees with this R/W estimate for construction

9490

GENERAL FILES

STATE OF OREGON

INTER..ICE MEMO

TO: MEMO TO FILE

DATE: April 28, 1978

FROM: ROBERT N. BOTHMAN
Administrator

SUBJECT: Swan Island Task Force - Staff only

Steve Dotterrer, Bureau of Planning, City of Portland presented the attached Going Street noise mitigation study to the staff participants in the Swan Island Task Force effort April 27th.

The proposal which provides for acquisition of the first row of housing on the north and south side of Going Street between Greeley and I-5 and installation of a noise berm and/or wall or a combination thereof will be presented to the neighborhood group for their consideration. Subject to approval, the study will move to public meetings. Subject to that approval the proposal will move to the City Council for approval. Subject to that approval, the city will request FAU monies to proceed with the project. The estimated cost of the project is $2 to $2.5 million to provide noise mitigation to Going Street (no increase in capacity or traffic improvement).

Consideration will have to be given by ODOT to the 7% match on the above project. Also a position relative to OTC approval will have to be considered. The proposal includes (1) acquisition of apartments impacted by noise, thus removing the problem, (2) installation of noise berms and walls to protect other facilities also requiring acquisition of properties and houses to place the noise berms and walls and (3) double paning windows and air conditioning of existing houses in order to mitigate the noise levels.

ls

cc: F. Klaboe
E. Hunter

attachments

RECEIVED
DOT OPERATIONS
MAY 01 '78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

01-125-1307

THE CITY OF
PORTLAND
OREGON

NEIL GOLDSCHMIDT
MAYOR

OFFICE OF
PLANNING AND DEVELOPMENT

MIKE LINDBERG
ADMINISTRATOR

BUREAU OF
PLANNING

ERNEST R. BONNER
DIRECTOR

424 S.W. MAIN STREET
PORTLAND, OR 97204

PLANNING
503 248-4253

ZONING
503 248-4250

April 6, 1978

MEMORANDUM

TO: Swan Island Task Force

FROM: SD Steve Dotterrer, Planning Bureau

SUBJECT: Going Street Noise Mitigation Study

Attached for your review is a draft of the Going Street Noise Mitigation Study. The study concentrates on physical changes which could be made along Going Street itself. A later report will discuss the changes in land use in the Swan Island Industrial Park or in travel patterns which could reduce the noise level on Going Street. The present report provides, simply for comparative purposes, rough order-of-magnitude projections of the noise level reductions which such actions could produce.

As the report notes, the costs of noise mitigation along Going are substantial. The economic costs range upward from a low of $1.6 million for the minimum Suggested Program. The Task Force will want to consider this cost as well as the importance of noise pollution for the immediate area along Going Street and the entire Overlook Neighborhood. The project as proposed will provide noise abatement (approximately 10 - 14 dBA), but will make Going Street a clear divider of the neighborhood and will require the removal of at least 33 dwelling units.

The beginning of the report presents the recommended actions, listed in rough priority order. This is followed by a background section which describes existing conditions and problems and the noise effects on the area of the proposed Swan Island Access Projects and the continued development of Swan Island. The sections following describe in more detail the Suggested Program, and other possible approaches.

If the general project concept is acceptable to the Task Force and is approved by the City Council, the next step in project implementation is to begin Preliminary Engineering, probably under the direction of ODOT. Before this is begun, however, a meeting or meetings should be held in the Overlook Neighborhood to discuss the project. A project of this magnitude will require an EIS, and considerable detailed engineering, which means that construction could not begin until 1980 or 1981. Funding for most of the project, which is possible under the FAUS program, could be available if the Greeley/I-5 project is built with Interstate funds.

SD:hm

Attachment

GOING STREET
NOISE MITIGATION
STUDY

DRAFT REPORT
TO THE
SWAN ISLAND TASK FORCE

APRIL, 1978
BUREAU OF PLANNING
CITY OF PORTLAND

GOING STREET NOISE MITIGATION STUDY

SUGGESTED PROGRAM

The following program for dealing with noise in the Going Corridor is divided into separate elements. While it is not necessary to adopt all the measures, to do so would provide the most complete noise reduction. The elements are listed in rough priority order. The cost of the recommended package is $1.6 million. Purchase of the apartments in the Going Canyon would cost an additional $500,000. The noise reduction behind the barriers achieved by this program varies by location, but is in the 13-14 dBA range (based on theoretical calculations).

A. Policy Measures

1. Eliminate through trucks on Greeley north of Going.
2. Require double-glazing of windows and other noise-reducing construction techniques in the Going Corridor.
3. Restrict residences and other noise sensitive uses to one story in the Going Corridor.
4. Actively enforce City truck noise limit of 86 dBA at 50 feet.
5. Encourage EPA to adopt a 1985 truck noise standard of 75 dBA.

B. Property Purchases

1. Purchase the south side of Going Canyon.
2. Purchase vacant or other parcels along Going as they become available.

C. Make a decision concerning the apartments in Going Canyon.

1. Leave as is.
2. Double window glazing.
3. Purchase and demolish.

D. Construct Physical Noise Barriers

1. Wall and earth berm from Denver Avenue (extended) to Interstate.

2. Wall and earth berm from Interstate to I-5.
3. Wall on bluff-top west of Denver Avenue (extended).

E. Other Physical Improvements

1. Traffic control and street improvements between Going, Skidmore, I-5 and Interstate.
2. Make decision on use of Beech Park property.
3. Develop Skidmore Terrace "Overlook", Going Street Bike/Ped. path as part of Willamette River Greenway.
4. Redesign Greeley/Going and Going/Interstate intersection to allow for convenient transit transfers.

F. Unresolved Issues

1. The proposed project requires the removal of the Blessed Sacrament's Sisters Housing. No sites adjacent to the present church complex are available.
2. Noise from I-5 is a problem north of this area, particularly at the Alberta Street exit, used by Swan Island-bound trucks. Should this area be included in the project?
3. The Going/Interstate intersection is the capacity restraint for Going Street. Should this constraint be eased if the extra capacity is used to provide more manufacturing jobs in Mocks Bottom?

INTRODUCTION

This study was undertaken at the request of the Swan Island Task Force. The Task Force was created by the City Council to deal with the twin problems of insufficient access for development of Swan Island and environmental quality in the Overlook Neighborhood. The Task Force's major effort was directed at finding a second access route to Swan Island in order to: 1) Provide greater overall access capacity and 2) Reduce the traffic volume and truck noise on Going Street.

The Task Force, after technical consultant studies, recommended the Basin/Going and Greeley/I-5 projects as meeting the two major objectives of the Task Force. ODOT's recent EIS work on the projects has confirmed earlier suspicions that the noise reduction objective would not be achieved by the projects. As a result, the Task Force requested that the Bureau of Planning undertake this study specifically to address noise mitigation for Going Street.

The study basically follows the work program presented to the Task Force in late October, 1977. The first section describes existing conditions in the area, including land use and ownership as well as a description of existing and projected traffic and noise conditions. The second section provides a more detailed description of the Suggested Program presented at the beginning of this report, including an initial assessment of the costs and the effectiveness in noise reduction. The third section outlines other programs considered, including land use changes on the Going Corridor, which are generally rejected, and changes to Swan Island land uses which will be considered in more detail in later reports. It also details some unresolved issues. An appendix provides background on the Suggested Program, including cost data, funding sources and housing relocation possibilities.

Background

Going Street is located in a natural canyon which originally drained the Overlook portion of the North Portland plateau. The entire plateau or terrace is composed of well-drained sands and silts. The Going Canyon was one of the water sources for the Mocks Bottom wetland. The canyon was, and is today, the only natural feature which allows access from the plateau to the riverbank between St. Johns and Albina.

In the early years of North Portland development, this natural route was not important. Few industries were located along this portion of the Willamette because of the marshy banks, and their major land access was by railroad. As a result, the street layout on the

plateau ignored or turned its back to Going Canyon, focusing instead on the street car routes of the plateau. Most of the plateau was platted by 1890, but the area south of Skidmore Street was platted at the time of the Lewis and Clark Exposition. By 1924, about 50% of the lots in the Overlook area were developed. An even smaller percentage of lots adjacent to Going Street were developed. By World War II, however, almost the entire area was fully developed.

In 1919, A Committe of Fifteen proposed the creation of a 1600 foot wide channel west of Swan Island, and the filling of Guilds Lake, Mocks Bottom and Swan Island. In 1922, the Port Commission purchased Swan Island and the filling of these areas began in earnest. By March 1927, Swan Island was connected by a causeway to the east bank of the river. In 1926, the Port allowed development of a municipal airport on Swan Island.

As part of the airport development, the City made right-of-way adjustments to allow for the building of Going Street as a connection from Interstate Avenue, then the major north-south highway, to Swan Island Airport. Since the use of the airport was relatively slight, however, traffic volumes were low. During the war, the airport was converted to a shipbuilding center which included housing for workers. Additionally, the few remaining vacant blocks on the plateau were developed with apartments. With gasoline rationing, many workers who did not live within walking distance rode special buses to the Island.

After the war, the Port Commission decided to use the shipyard for a relocated drydock and use the remainder of the Island for industry. Since that time, particularly during the 1960's and 1970's, the Industrial Park has developed rapidly and the number of autos and trucks has increased dramatically. A neighborhood which is primarily residential and which was not historically exposed to through traffic, suddenly found its situation changed. Because of topography, platting patterns and the suddenness of the change, evolutionary land use changes which might have provided some buffer to the neighborhood did not occur. As a result, the neighborhood's residences are exposed to the full impact of truck noise and traffic volume. The objective of this study is to supply the buffer which the rapid development changes did not provide.

EXISTING CONDITIONS

Land Use

As with the City as a whole and the North Portland Peninsula, single family residential is the largest single use of land in the Going Street area. In the one-half square mile area from Greeley to Interstate, south of Killingsworth, 55% of the land not in streets or other rights-of-way is used for single-family houses, while 3% is multi-family residential. This compares with 38% and 5%, respectively, for all of North Portland.

Most of the homes in the area south of Killingsworth were built after 1920. The area south of Going is generally older, with more than 75% of the houses built before 1940. In the area north of Going, over 50% of the houses were built before 1940. The residential area is generally stable, with a large percentage of elderly retired residents. The generally good condition makes the houses good homes for small families. As a result, the neighborhood's population profile could show an increase of children in the coming years, if neighborhood quality and schools can be maintained.

In the one-half square mile area, 3% of the land is commercial, most of it along Interstate Avenue. Nearly all of the 16% of the land which is industrial is in the railroad yards along Greeley Avenue. Six-percent of the land is used for public and semi-public uses (schools, churches, etc.) and 17% is vacant. Most of the vacant land is in steep slopes or other difficult to develop parcels. For North Portland as a whole, percentages for commercial and industrial are 5% and 21%, respectively.

To the west of Greeley Avenue, the lowlands of Swan Island and Mocks Bottom are entirely industrial or vacant land zoned for industry. East of Interstate Avenue, the land uses are mixed, with a marked increase in the percentage of multi-family housing.

In the immediate study area, from Greeley to I-5, and between Blandena and Skidmore (see Map 1), there is considerably more non-residential land use than in North Portland generally, and a higher percentage of multi-family units, especially along Going and Interstate. Specific land uses are shown on Map 1, which also identifies several problems, in addition to noise, which affect the area. Institutions in the study area include Beech School and the Blessed Sacrament Church group, which includes Pope John XXIII School and a Rectory and Sisters House. Additionally, the area includes a fire station which serves Swan Island and some mainly auto-oriented commercial uses.

East of Interstate Avenue, the street pattern itself creates a number of traffic problems, including several high accident intersections and through traffic on residential streets. Although Interstate Avenue angles westward at Mason, Maryland Avenue continues north as an extra wide street, narrowing only slightly at Going. As a result, some through traffic uses Maryland, particularly traffic which comes across the Skidmore overcrossing of I-5. The intersections of Going with Montana and Maryland have high accident rates, according to Traffic Engineering, because of the high speed on Going. A particularly acute problem occurs at Maryland because vehicles use it as a through street.

West of Interstate, auto access from the houses and apartments facing onto Going Street is difficult because of the high speed of Going Street traffic. The high speed of traffic also increases pedestrian danger, especially at the north side ramps from Greeley Avenue. Additionally, pedestrian traffic is difficult because the sidewalk on the south side of Going is discontinuous. Finally, the Colonial Street intersections with Going present problems similar to those at Maryland and Montana.

Transit service in the area includes the #2 - St. Johns on Greeley and the #3 - Fessenden on Interstate. The #1 - Mocks Crest uses I-5 in this area and the #5 - Vancouver does not stop for patrons along Interstate Avenue. Finally, the #71 - Killingsworth serves Swan Island via Going and Greeley. Each of these routes is nearly independent, and transfer timing and facilities are poor.

Existing and Projected Noise and Traffic

Map 2 shows the L_{10} noise contours in dBA for the Going Street area under today's conditions. It is based on an interpolation of data included in the Swan Island Access EIS and earlier, more detailed, measurements compiled by Paul Herman from several sources. These contours seem reasonable, given the data available. It should be recognized, however, that they are not perfectly accurate.

Based on the contours shown on Map 3, the houses in the Going area are exposed to the following noise levels:

dBA (L_{10})	Single Family	Multi-Family	Total Units	Special Conditions
65 - 70	47	10	57	Plus Pope John School
70 - 80	45	68	113	Plus Parsonage, Church
80 and above	26	57	83	Plus Sisters Housing
Over 70*	71	125	196	

*Note: 70 dBA is the FHWA standard for noise exposure for critical receptors such as residences.

As previous studies and the Swan Island EIS point out, the dBA (L_{10}) noise levels along Going Street are not significantly changed from existing conditions whether the No Build or Build options are adopted for the Basin/Going and Greeley/I-5 projects. (This study assumes no night time truck route.) The tables on page 8 show existing and projected general traffic and truck volumes on Going Street and the noise levels in adjacent areas.

Because the noise levels are roughly similar, the existing noise contours have been assumed for all conditions in preparing the noise mitigation proposals which follow. It should be pointed out, however, that before detailed design of noise barriers is undertaken, more noise measurements should be taken to get an accurate and detailed picture of noise in the Going Corridor.

Ownership

As might be expected in a single-family neighborhood like Overlook, the number of owner-occupied units is relatively high. Within the immediate study area, 137 of 201 single-family houses are owner-occupied. Within this area there is no strong pattern of owner-occupied dwellings, although generally their owner-occupancy increases as one moves away from I-5 and Interstate Avenue. The ownership pattern is shown on Map 3. Within the study area, approximately 45% of the owner-occupants have owned their homes for ten years or more, while about 30% have moved to the area within the last five years. It is also interesting to note the fairly rapid turnover of homes, particularly in the area south of Going between Castle and Interstate. Finally, of the five homes built recently in the area, only one is owner-occupied.

TRAFFIC AND TRUCK VOLUMES

Source: ODOT, 6/77

Location	Year	Alternative	ADT	Daily Trucks	Ave. Speed
Going, between Greeley and Interstate	1976	Existing	24.5	3,680	33
	1982	Build	23.8	2,700	33
	1990	No Build	33.9	4,140(a)	30
	1990	Build	30.6	3,480	31
Going, between Interstate and I-5	1976	Existing	23.5	3,340	33
	1982	Build	21.8	2,270	34
	1990	No Build	30.8	3,720(a)	28
	1990	Build	27.5	3,020	31

(a) These figures would actually be higher, since they assume the night-time truck route. ODOT had no statistics for the No-Build without the truck route.

COMPUTED 1990 AMBIENT L_{10} NOISE LEVELS DURING DAYTIME PEAK TRAFFIC HOURS

(dBA)

Source: Table 9.4, EIS.

Location Description	Traffic Hour	Existing 1976 Ambient	Build 1990	No-Build 1990
2015 North Going Street	Peak Hour 4:00 - 5:00 p.m.	80	81	82
	Peak Truck Hour 9:00 - 10:00 a.m.	81	82	82
Maryland Street and Blandena Street	Peak Hour 4:00 - 5:00 p.m.	59	60	61
	Peak Truck Hour 9:00 - 10:00 a.m.	60	61	61
2227 Skidmore Terrace	Peak Hour 4:00 - 5:00 p.m.	65	65	65
	Peak Truck Hour 9:00 - 10:00 a.m.	65 (estimated)	65	55

COMPUTED 1990 AMBIENT L_{10} NOISE LEVELS DURING NIGHTTIME PEAK TRUCK HOUR (1:00 - 2:00 A.M.)

Source: Table 9.5, EIS.

Measurement Location	Existing 1976	Build 1990	No-Build Without Nighttime Truck Route 1990
2015 N. Going Street (30' from edge of road)	76	72	77
2227 Skidmore Terrace (10' from edge of embankment)	60	61	60

SUGGESTED PROGRAM

This section provides a more detailed description of, and cost estimates for, the Suggested Program described at the beginning of this report. It also provides an explanation for the division of the Going Corridor into subareas based on their special characteristics, mainly differences in topography and housing type.

Going Canyon

This subarea extends from Greeley Avenue to approximately Denver Avenue (extended). It contains apartment houses; a number of them moved into the area during I-5 freeway construction. Undeveloped land, especially on the south side of Going, is zoned for additional low density apartments. The noise levels in this subarea are as high as any within the Going Corridor. Because the buildings are built quite close to the Going Street travel lanes and the parking lots require very long curb cuts, noise barriers are not physically possible. Because the apartment units currently have very little usable outdoor space, mostly because of steep slopes, the importance of outdoor noise standards is perhaps reduced. As a result, no protection for outdoor space is proposed. The "purchase and demolish" alternative is suggested to remove these units which, even in the best case, cannot be adequately sound insulated to meet interior noise standards (FHWA = 55 dBA (L_{10})). Additionally, access to these units is a traffic hazard both for residents and Swan Island-bound traffic.

Top of the Bluff

This subarea includes the houses, generally west of Denver Avenue, facing Blandena Street and Skidmore Court. Most of these houses are owner-occupied single family units, several built within the last few years. Exterior noise levels in this subarea are in the 65 - 75 dBA range. Because of the importance of outdoor space to single-family residences, the Suggested Program proposes a solution which would reduce the exterior noise level substantially. To accomplish this, however, requires the loss of some views across the Going Canyon.

West Central Going Street

This subarea extends on the south from Denver Avenue (extended) and on the north from Campbell Avenue to approximately Concord Street. The area is entirely single family houses wtih the exception of a duplex on the north side. All of the houses face away from Going Street and almost all are exposed to noise levels of 80 dBA. Most of the houses are separated from Going Street by a bank of varying

height. The noise reduction objectives for this subarea are similar to the previous subarea.

East Central Going Street

This subarea extends from approximately the Concord pedestrian overcrossing to Interstate. The subarea is entirely single family except for the gas station and vacant lot at Interstate. The houses in this section are exposed to noise levels of approximately 80 dBA. Unlike previous sections, these houses face directly onto Going Street and are at street level. The houses are generally small and located quite close to the right-of-way. Because of access and light needs, a barrier between the street and the houses is not possible.

Interstate Plateau

This subarea extends from Interstate Avenue to I-5. Land uses are mixed with both single and multi-family residential uses as well as commercial and institutional uses. Because of accident problems, closing the cross streets would provide greater traffic safety as well as reducing noise. However, the gas stations, drive-in bank and fire station all require major breaks in the sound barrier. An alternative which would relocate these uses was not considered. Another concern in this area is the Blessed Sacrament Church/Pope John School complex. Providing proper noise mitigation requires the removal of the Sisters' housing. No vacant sites are available contiguous to the church complex. Since no possible street vacations would provide the necessary land, this problem remains unresolved.

Suggested Program Description (See Map 4)

The following program for dealing with noise in the Going Street area is divided into separate elements. It is not necessary to adopt all of the measures, although this would provide the most complete noise protection. The separate elements are listed in rough priority order, based on a judgment of their relative effectiveness, the severity of the problem they address, and the ease of implementation. Where appropriate, the capital costs of each program are provided. At this time, no estimates of operational or maintenance costs have been provided.

A. Policy Measures:

1. Eliminate through truck traffic on Greeley Avenue north of Going Street. This should be done by signs prohibiting through trucks and not by signal timing modifications. The signal-timing modifications should be used only if it

is necessary to restrict through automobile traffic. Greeley north of Going is primarily residential except for Bess Kaiser Hospital.

2. Require double window-glazing and other construction treatments on all new residential construction, or remodelling projects costing more than 50% of the building's value, in order to meet HUD's interior noise standards. This regulation should apply one or two blocks each way from Going Street, depending on location and whether or not physical noise barriers are constructed along the entire length of the street.

3. Restrict new residences, or other noise-sensitive buildings, to one story in height adjacent to Going Street. One story houses can be reasonably protected by a noise barrier, but it is prohibitively expensive to construct terms and/or walls high enough to protect taller buildings.

4. Active enforcement of the City's truck noise limit (86 dBA at 50 feet) by either the Police Bureau or the Bureau of Neighborhood Environment. This standard, adopted from the federal standard, is presently enforced in rural areas by the Federal Bureau of Motor Carrier Safety which is willing to help the City set up an enforcement program. Such a program would not reduce the overall noise level, but it would eliminate the loudest individual noises.

5. Encourage EPA to adopt the 1985 truck noise standard of 75 dBA which they originally proposed and then rejected for a weaker standard. The Task Force and all concerned local groups should urge the EPA to adopt the noise standards which give the greatest long-term relief to Going Street.

B. Property Purchases:

1. "Maletis" property (south side of Going Canyon). This property, part of which is zoned for apartments, should be removed from the development market whether or not it is needed for future noise barrier construction. Assessed value: $31,410.

2. Other parcels directly facing Going Street, as they come on the market. The area from the Denver Avenue R.O.W. to Interstate should have the highest priority, followed by the area from Interstate to I-5.

C. Make a decision concerning the future of the apartments in Going Canyon. Alternatives include:

1.	Leave as is.	No Cost
2.	Double-window glazing. - approximately 5 dBA reduction - (cost does not include air conditioning).	$30,000
3.	Purchase and demolish - approximately (purchase and relocation costs only)	$500,000

D. Construct physical noise barriers:

1.	Property acquisition	$650,316
2.	Relocation	$145,000
3.	Construction Costs (includes wall, berms, street changes)	$540,000
4.	Preliminary engineering and other costs (utility relocations, etc.)	$230,000

E. Other physical improvements:

1. Traffic control and street improvements in area between I-5 and Interstate, Skidmore and Going. (Costs included in above items.)

2. Make decision on use of Beech Park property.

   a. Develop as park.
   b. Use property as relocation site for houses.
   c. Sell on open market.

3. Develop Skidmore Terrace "Overlook" and Going Street Bike/Ped. path as part of Willamette River Greenway. (no cost estimates available.)

4. Bus transfer improvements. (No cost estimates available.)

Modifications to the Suggested Program

The continuous sound berm along Going Street is the most effective way to reduce noise. A possible alternate is to break the barrier at the cross streets (Colonial, Maryland, Montana). If this were done, the effectiveness of the barrier would be substantially reduced, but a detailed analysis of the differences was not made.

Based on the material developed for the Powell II EIS, however, some estimate of the reduced effectiveness can be made. The Powell analysis suggests that the barrier should be a minimum of 100 - 150 feet long to be effective.

For the Powell Blvd. EIS, the consultants studied the effect on a single house of leaving a street open or closed, assuming various wall heights. Along Powell, because of relatively low truck volumes, the projected noise levels are in the low 70's dBA, and low sound barriers are sufficient. For 8-foot barriers, leaving the street open made only a 2 dBA difference. With 10-foot barriers, however, the difference was generally 4 dBA.

The sound level difference on Going, where the noise level is much higher and the proposed barriers are 13 feet high, is likely to be greater than 4 dBA. Perhaps differences in the 5 - 8 dBA range could be expected, especially since the travel lanes are so close to the critical receptors. This difference is fairly substantial and seems to justify street closure. The street closures, which occur at unsignalized intersections, also improve traffic safety, and introducing one-way flow on Maryland will cut down on the number of vehicles cutting through on this residential street. Before a decision is made, however, a more scientific evaluation should be undertaken.

OTHER PROGRAMS CONSIDERED

Before selecting the approach to noise mitigation laid out in the Suggested Program, other approaches were investigated. These can be divided into two groups; 1) those which deal with the noise problem by making changes in the traffic stream, and 2) those which deal with noise by changing land uses along Going Street.

Traffic Changes

Changes in the traffic stream would seem to be the more promising way of achieving noise reduction. They do not provide sufficient noise reduction in themselves, however, without additional physical mitigation. This report deals only with the total noise reduction possible using these methods which include truck noise regulations and reductions in truck volume through land use changes on Swan Island or special truck routes. A later report will deal specifically with the issue of land use changes on Swan Island and their impact on traffic and truck volumes entering Swan Island.

In 1977, Federal EPA adopted noise standards for newly manufactured medium and heavy-duty trucks. The standards are a two-step regulation of 83 dBA in 1978 and 80 dBA in 1982. These standards apply to trucks at the place of manufacture, and the measurement is basically a 50-foot passby test.

With the help of EPA staff in Seattle, the effects of these regulations on N. Going Street were estimated. In off-peak periods, over 25% of all traffic on Going is trucks. Because of this, the noise regulations will have considerably more impact on Going than on the typical urban arterial where the noise reduction is estimated to be only 2.3 dBA in the year 2000. The year 2000 is used because at that time all trucks in operation are assumed to meet the 1982 standard. On Going Street the noise reduction will be on the order of 4 dBA. While this is not sufficient to bring Going Street into compliance with FHWA regulations, it is a noticeable difference.

When EPA initially proposed the truck regulations, a 1985 standard of 75 dBA was included. Such a standard would provide approximately 2 dBA additional noise reduction on Going Street. For various reasons,' the EPA administrator did not adopt this standard, but retained the possibility of doing so at a later date. To achieve maximum noise reduction on Going, the Task Force and other concerned groups should urge EPA to adopt this or a tougher 1985 standard. Because trucks are a much higher than typical percentage of traffic on Going Street, tough regulations will have a much more noticeable impact on noise than on the typical arterial.

The most obvious way to reduce noise on Going Street would be to reduce the number of trucks, either by requiring a special truck route or changing land use on the Island itself. Because of the logarithmic nature of human perception of noise, however, the number of trucks must be reduced dramatically to have a noticeable impact on noise levels. According to information provided by Dames & Moore, a reduction of 50% in ODOT's 1990 projected truck volumes (4140/day) would produce a decrease of 2 dBA (L_{10}) from 82 to 80 dBA. (No build option.)

If the Swan Island Access Projects are built, the truck volume on North Going Street in 1982 will be 2700/day. If this truck volume could be set as a maximum for Going Street, the noise reduction on Going would be just short of 2 dBA. However, perhaps more important to people along Going Street than the reduction in the L_{10} dBA would be the marked decrease in the number of "discrete incidents" of truck noise - i.e., the number of times per hour when trucks disturb residents.

Land Use Changes on Going Street

A number of possible land use changes were also considered for Going Street itself. None have been considered in detail. The descriptions below give some of the reasons for or against the land use alternatives.

Residential: One possibility would be to build courtyard houses the full length of Going Street, facing onto Going Court and/or Prescott Street. Courtyard houses would be one story with solid exterior walls, built on or near the property lines, which would serve as sound barriers. The rooms of each house would open onto an open, interior courtyard. This alternative would generally solve the noise problem but would require redevelopment along the entire length of Going Street and would introduce a form of housing which is virtually unknown in this region. The topography of the area is also not conducive to this housing form.

Industrial: In this alternative, limited industrial uses (light manufacturing and warehousing, for example) would be encouraged along Going Street. To insure that the desired continuous noise barrier was achieved, design control would be necessary. Design regulations could require a continuous wall along Going Street and also mitigate the "industrial" character of the development where it faced adjacent residential uses. Even under the best of circumstances, however, this alternative would introduce additional non-local traffic, including some trucks, on local streets. Finally, the present parcels along Going are relatively shallow, limiting their usefulness for industrial development. In the area between I-5 and Interstate

Avenue from Going to Skidmore, redevelopment by replatting and urban renewal would make this alternative physically possible. The financial feasibility has not been examined, however.

Offices/Commercial/Enclosed Recreational:

These uses would be similar in many ways to industrial, although they would attract fewer truck trips and far more automobile trips. As with industrial, they would change the scale and character of the adjoining streets.

Related Questions

In addition to the work program elements which the Swan Island Task Force asked to be addressed by this study, several additional and related concerns are of interest. Because of time constraints or lack of information, these are not addressed in detail now, but should be considered by the Task Force.

1. Noise from trucks using the I-5 ramps, especially at the Alberta exit from the north. At the Swan Island Access public hearing, some concern was expressed about the noise and pedestrian safety problems at the Minnesota/Alberta intersection. The Basin-Going project will not in any way reduce the number of trucks using this ramp. As growth continues, this problem will continue to worsen.

2. Capacity problems at Going and Interstate. As was mentioned in a previous report to the Task Force, this intersection is the single most critical capacity restraint in the local street system for Swan Island development. If land uses which generate smaller truck volumes are adopted for Swan Island, it is likely that higher numbers of automobiles will result, even with high transit ridership. This will place additional pressure on the Going/Interstate intersection.

APPENDIX

Funding Sources

As part of this noise study, a review of possible funding sources for noise mitigation was undertaken. No local precedent exists for a project of this nature. While highway improvement projects have included noise mitigation measures, none of the funding sources identified have been used to fund a project which is primarily for noise mitigation.

However, the Salem office of the Federal Highway Administration has stated that a project which was primarily for mitigation of highway impacts such as noise is eligible for federal funding. Since Going Street is designated FAUS 9926, the project would be funded under the Federal Aid Urban System Program. At the present time, the City of Portland has programmed all of its normal allotment of funds from this program for the next five years. However, there are two possible additional fund sources which would allow for earlier construction of the project.

First, if the Basin/Going Alternate 3C is selected and the Greeley/I-5 project is funded from Interstate highway funds (as the City and ODOT are proposing to FHWA), as much as $1½ million dollars could be available. The City Council and CRAG have allocated $3 million of FAUS funds for the two projects. The Basin/Going Alternate 3C is budgeted at about $1½ million. It is likely that part of the Greeley/I-5 project will require FAUS funds, leaving something less than $1½ million for Going Street noise mitigation. This is nearly enough to construct the Suggested Program.

The second source of new transportation funding for a Going Street project would be as the result of transferring I-505 freeway funds. Transfer of Mt. Hood freeway funds was the source of funding for Basin/Going and Greeley/I-5. If a portion of the I-505 project funds are transferred (up to $80 million) as the result of a reduced freeway scheme, some funds might be allocated by the Council to a Going Street project.

Non-transportation fund sources for this project were examined but no alternative sources were identified. State DEQ and federal EPA do not have funding for noise pollution relief as they do for air and water pollution. EPA does have a demonstration project research grant program for noise pollution, but the Seattle regional EPA office stated that no grant from this program has been awarded in the Northwest region. HUD, another possible source, does not have a program for noise reduction, even though homes along Going Street

clearly exceed their standards. If the Overlook Neighborhood were ever to become an HCD area, HCD funds could be used for the project. The large size of the project, however, makes it unlikely that HCD funds could pay for more than a small part of the project. Finally, it is possible that EDA money could be used for this project. OPD is currently exploring this possibility.

Housing Displacement and Relocation

At a minimum, 33 dwelling units plus the Sisters House would be displaced by the construction of this noise mitigation alternative. If the apartments in the Going ravine were also purchased and removed, a total of 31 units would be eliminated. In either case, 19 single family houses would be removed. The remaining units are apartments.

An exterior survey of the houses on sites needed for the proposed barrier construction suggests that about 19 houses are capable of being relocated, assuming that costs were reasonable. A survey of the area bounded by Killingsworth, I-5 and Greeley Avenue, produced only 22 vacant sites of R5 size and most of these are used as gardens. As a result, there are probably only 5-10 sites available for housing relocation. In addition, in purchasing property for the sound barrier, there will be excess land available for resale which would allow for eight additional home sites. In several of these instances, houses would be moved not at all, or shifted only small distances.

The costs and/or economic returns of such a program have not been included in the cost estimates of the Suggested Program.

Cost Data

The cost estimates provided in this report are very rough and should be used only to suggest the general range of project costs. The estimates were made using the unit costs gathered from a number of sources listed below.

1. Property Acquisition (Gene St. Clair, ODOT R.O.W.)

   Assessed value + 20% (if recently assessed, as Going Street properties were). Additionally, a relocation cost of $5,000 per household was added.

2. Berm on Wall (ODOT)

   For cost estimating purposes, a seven foot block wall on a

three foot high berm was assumed. The berm was assumed to have 2:1 slopes and a 10-foot wide level area at the top. The berm alone costs $47.50 per linear foot, the wall $50 per linear foot. For estimating purposes, a figure of $100/ft. was used, allowing for some landscaping.

3. 13-Foot High Wall

A 13-foot block wall costs $90 per linear foot (ODOT). A wooden sound wall, which would achieve the same noise reduction, costs $3.09/square foot for materials and $1.00/ square foot for installation. For a 13-foot wall, this gives a cost of about $54 per linear foot. (Bill Bond, Sr., Perma Post Products Company, Hillsboro)

4. Double-Glazing

Assuming steel casement windows, which are the most expensive to remodel for storm window installation, a cost of $100 per window was suggested by Mr. Paul Olsen of the Niel Kelly Company. (Average window size of 100 united inches).

5. Street Construction Costs (Bureau of Streets and Structural Engineering)

The Bureau of Street and Structural Engineering normally assumes a 40% factor to allow for items like utility relocations, signs, etc., and for preliminary engineering.

GOING STREET NOISE STUDY

LAND USE

SINGLE FAMILY

DUPLEX

APARTMENTS

VACANT

COMMERCIAL

PUBLIC / SEMI-PUBLIC

RIVER VIEW FROM HOUSES

DIFFICULT TRANSIT TRANSFER POINT

DIFFICULT PEDESTRIAN CROSSING

SEVERE ACCESS PROBLEMS

GOING ST.

GREELEY AVE.

VACANT TREE-COVERED SLOPE

VIEW OF RIVER ACTIVITY

GOING STREET NOISE STUDY

MAP 1-a

LAND USE

SINGLE FAMILY

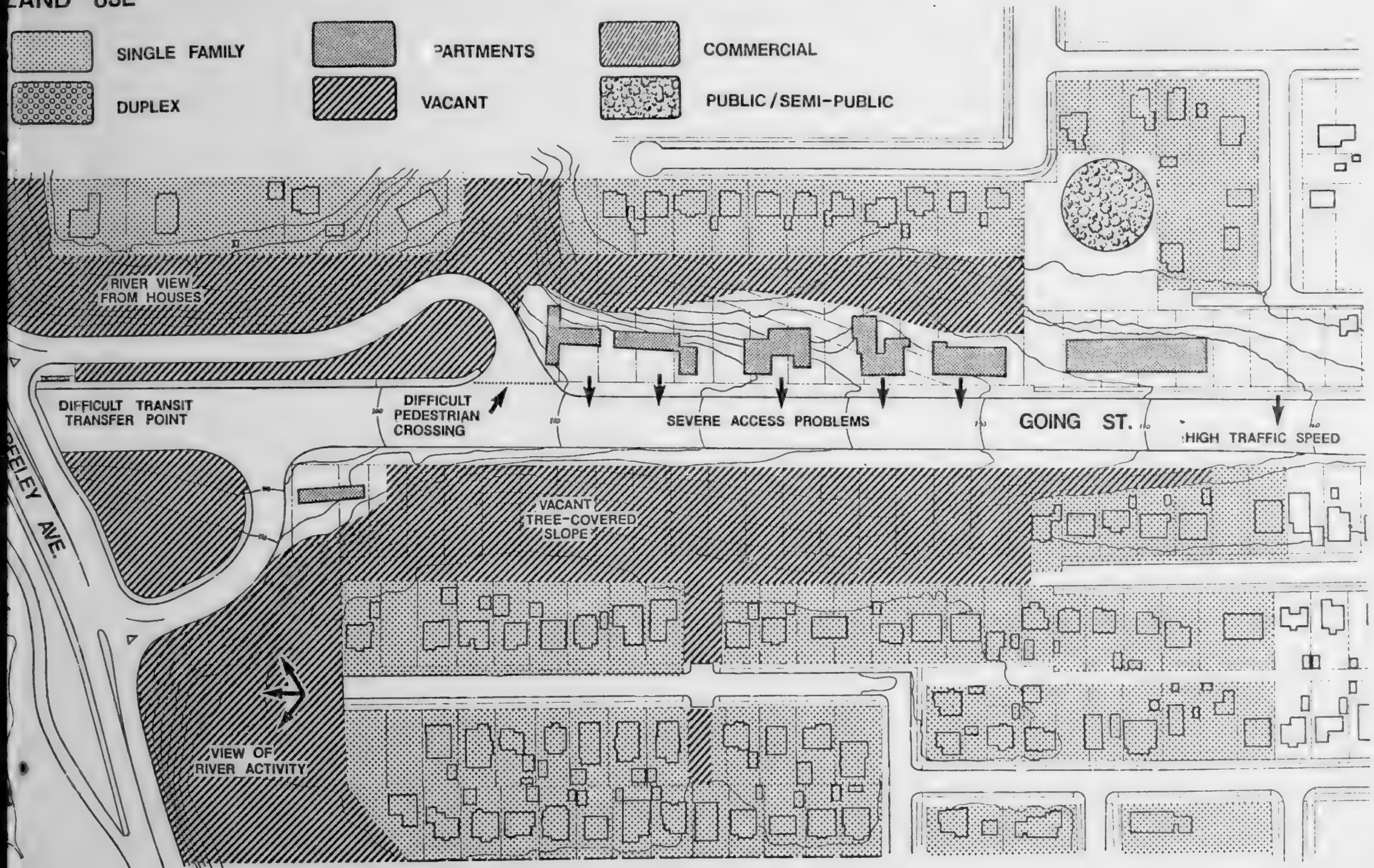
DUPLEX

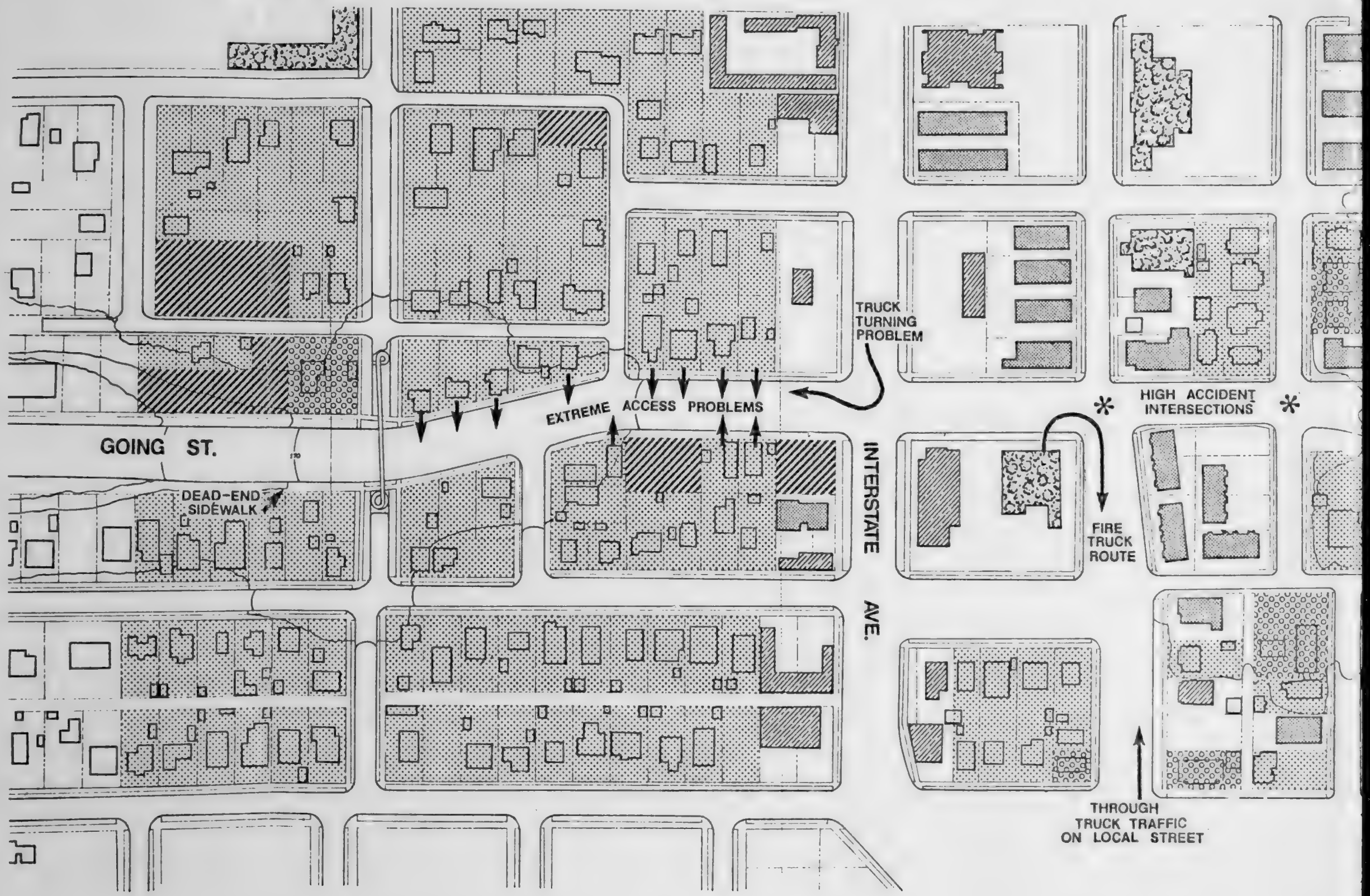
PARTMENTS

VACANT

COMMERCIAL

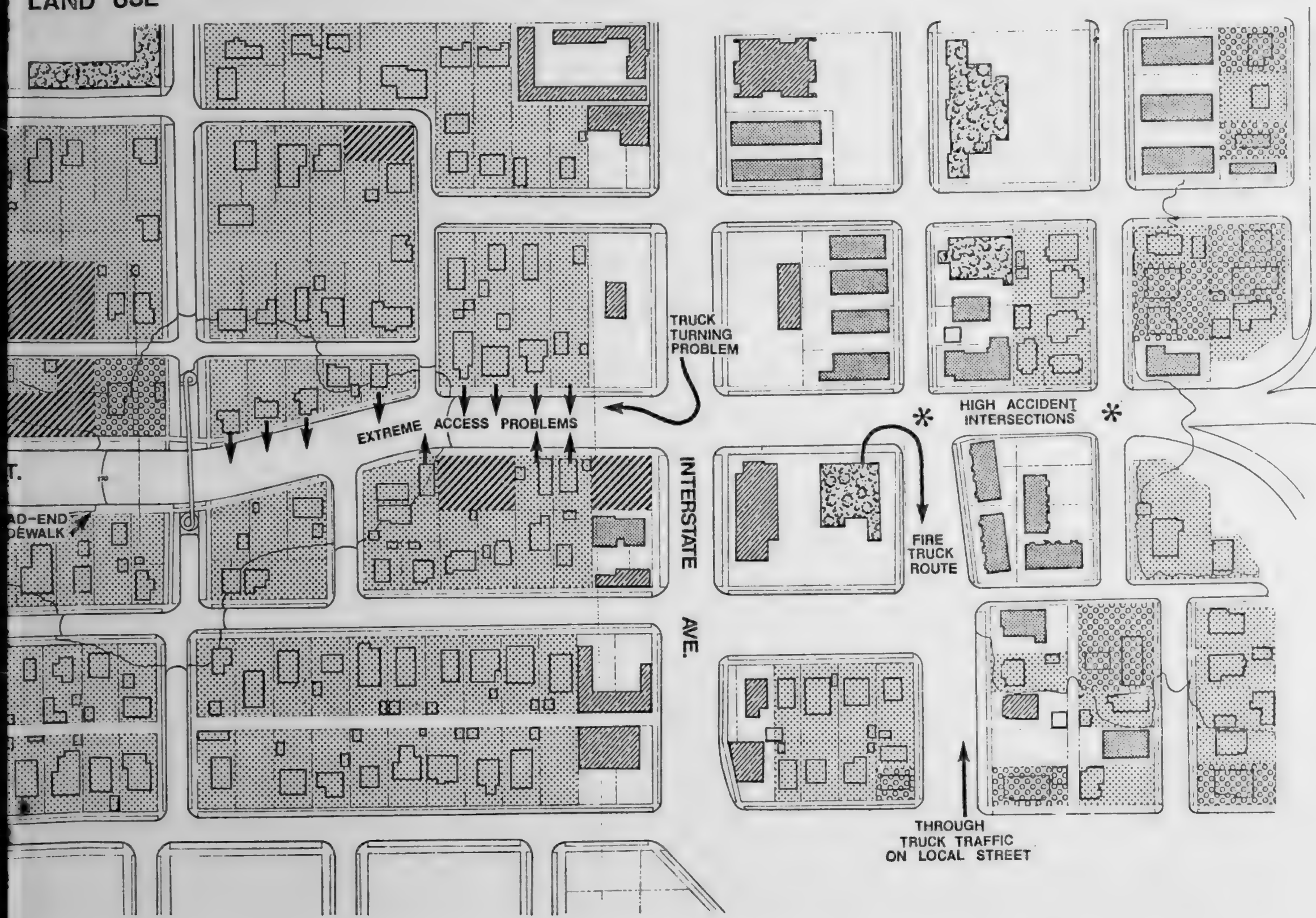
PUBLIC / SEMI-PUBLIC




LAND USE
TRUCK TURNING PROBLEM
EXTREME ACCESS PROBLEMS
HIGH ACCIDENT INTERSECTIONS
GOING ST.
DEAD-END SIDEWALK
INTERSTATE AVE.
FIRE TRUCK ROUTE
THROUGH TRUCK TRAFFIC ON LOCAL STREET

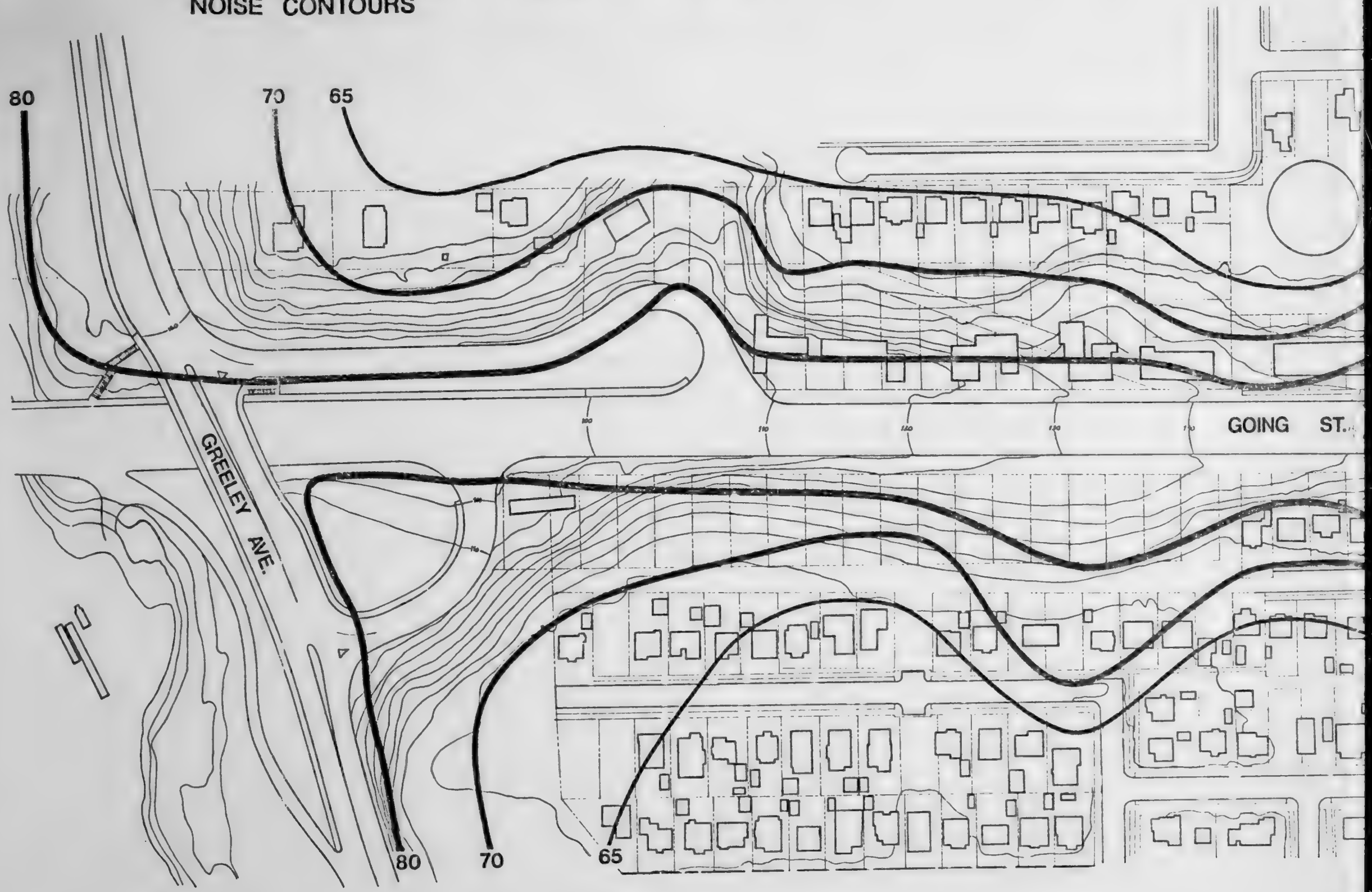
MAP 1-b

LAND USE



GOING STREET NOISE STUDY

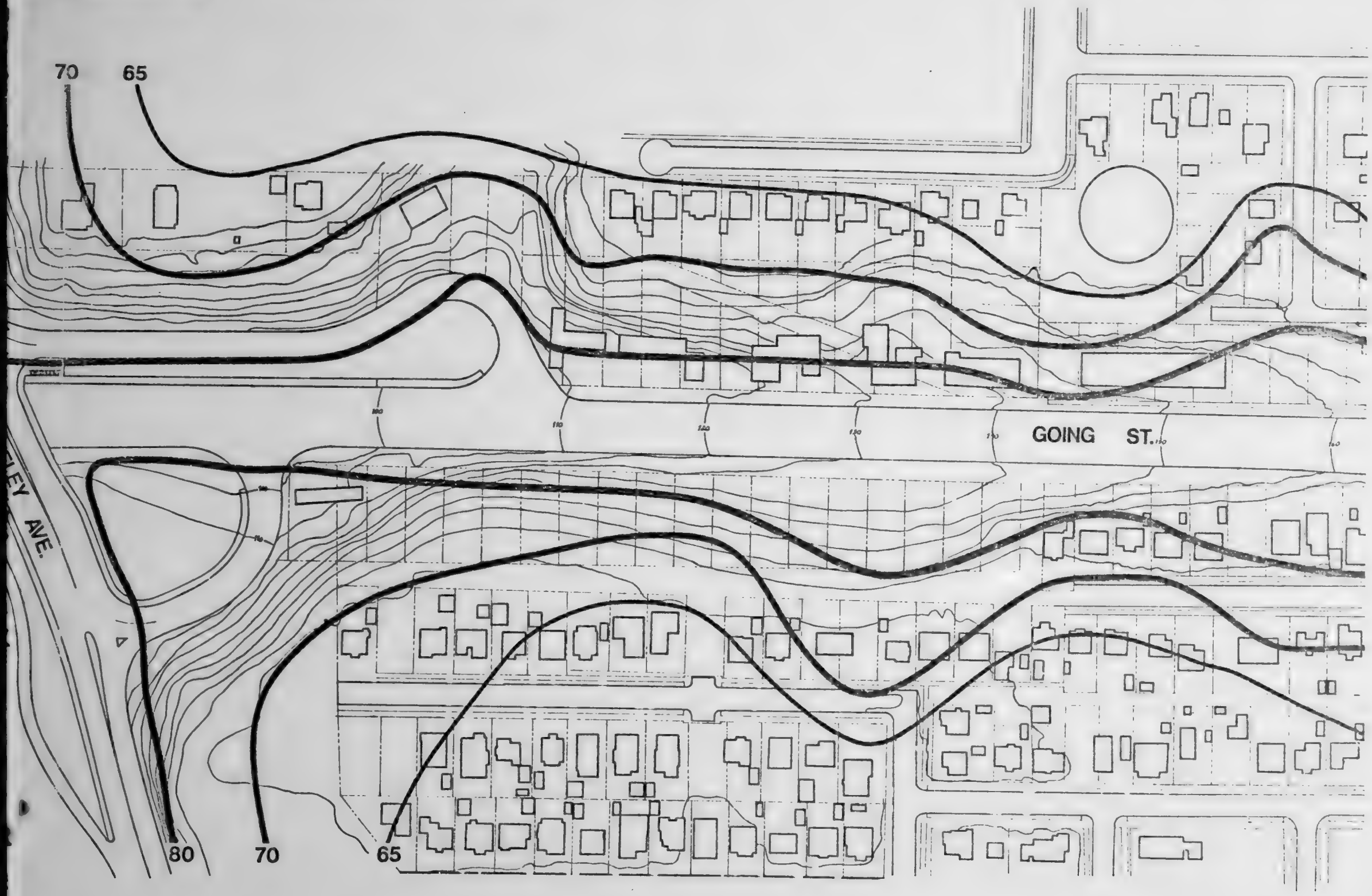
NOISE CONTOURS



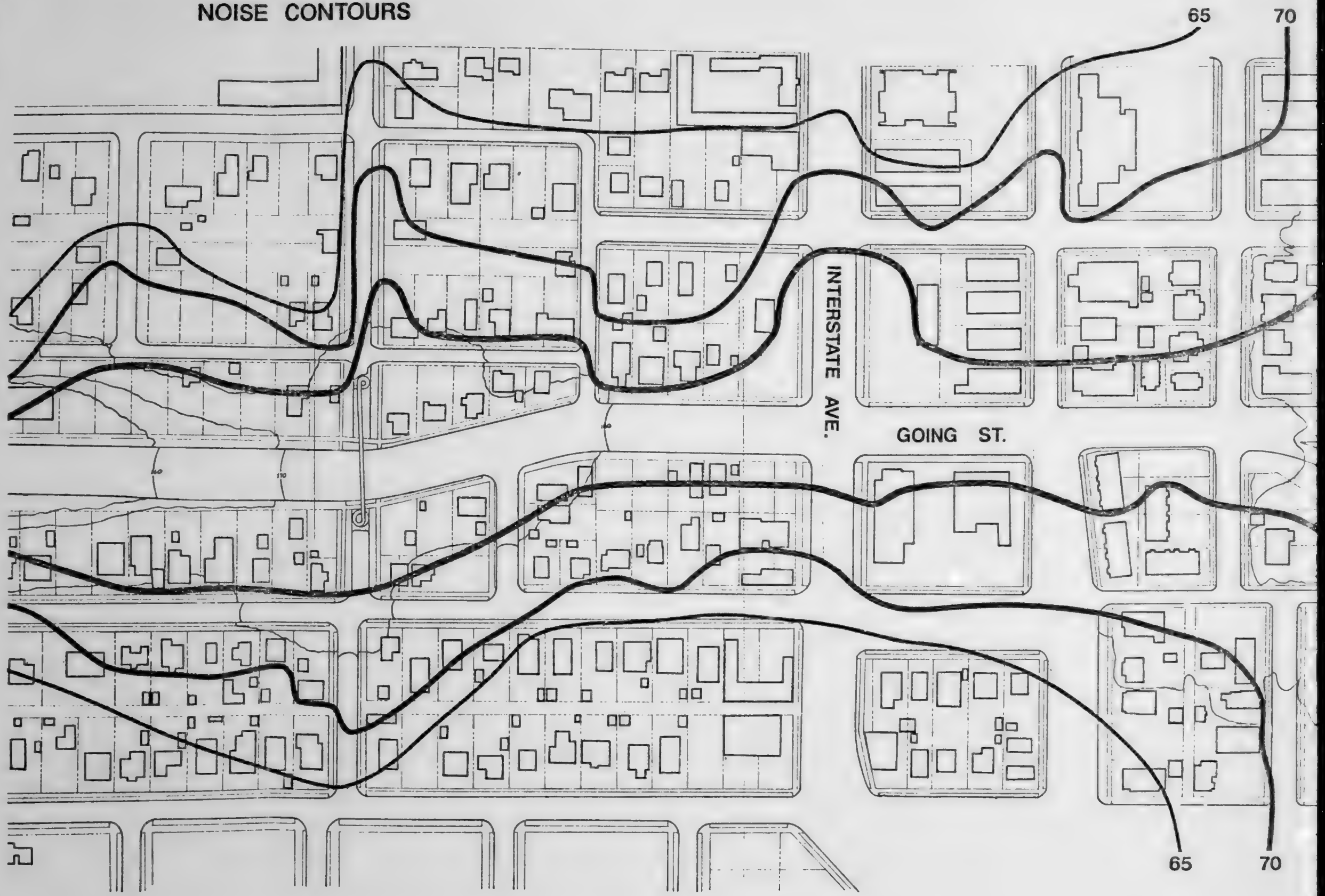
OING STREET NOISE STUDY

OISE CONTOURS

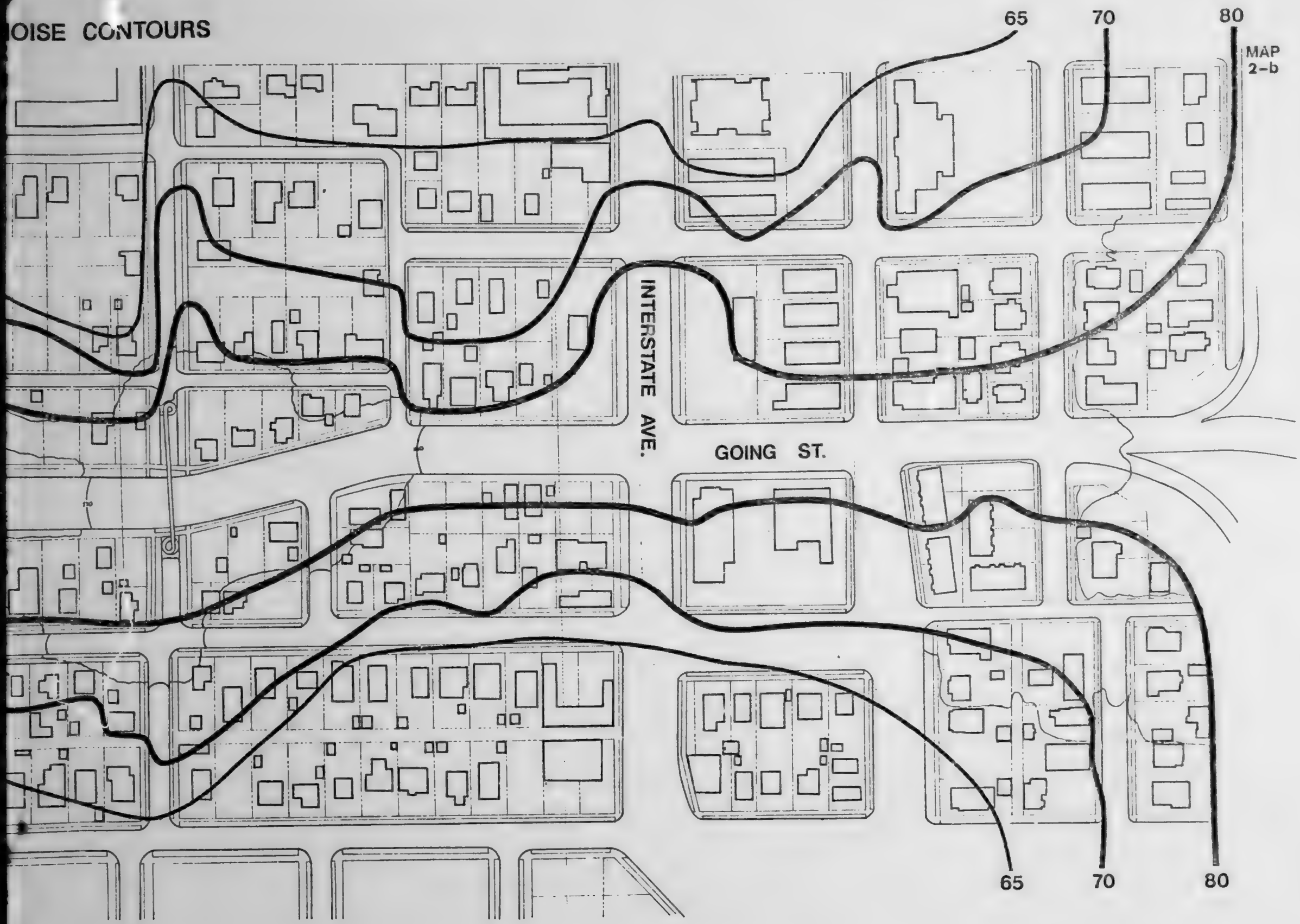
MAP 2-a



NOISE CONTOURS



OISE CONTOURS



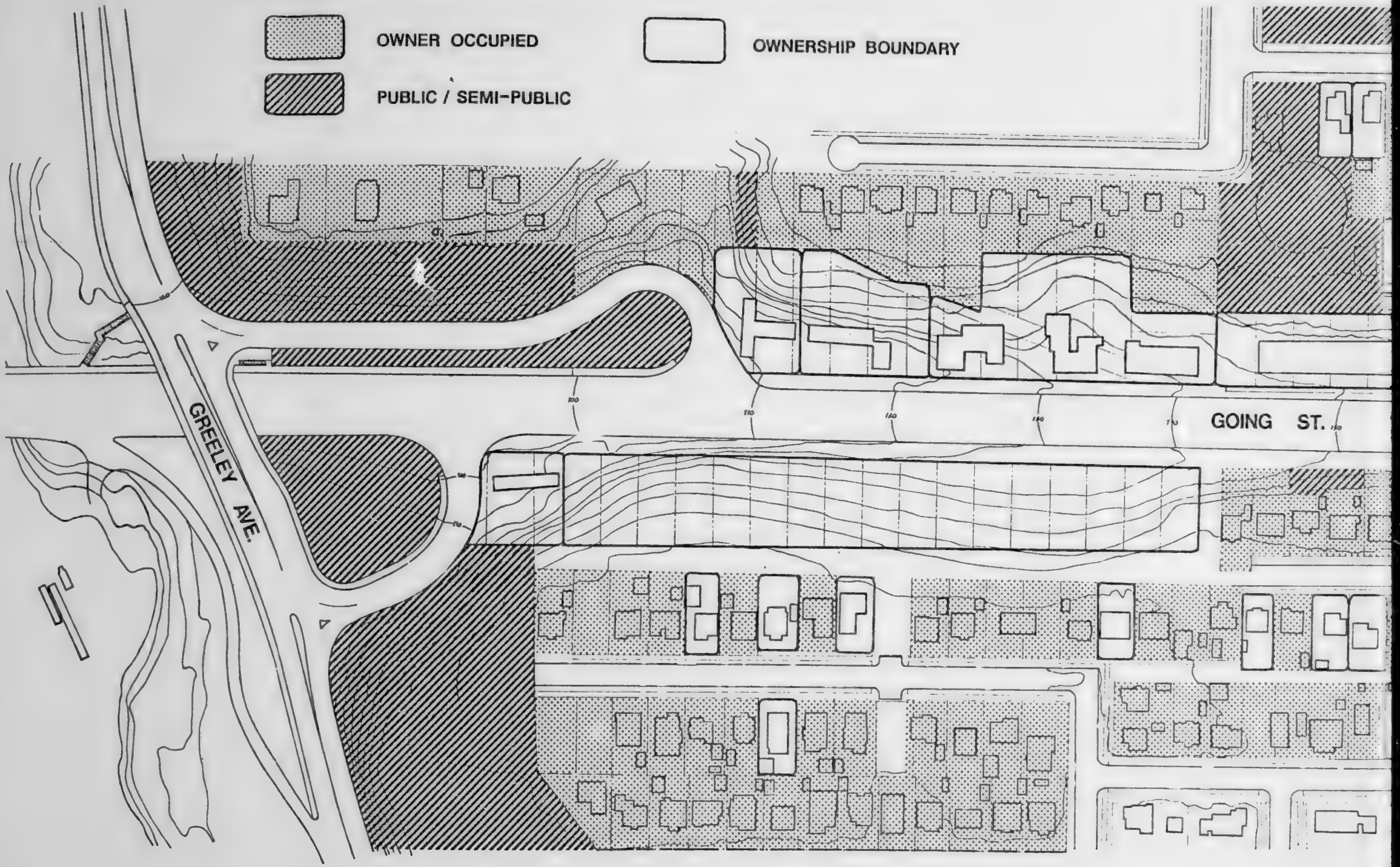
GOING STREET NOISE STUDY

OWNERSHIP

OWNER OCCUPIED

PUBLIC / SEMI-PUBLIC

OWNERSHIP BOUNDARY



GOING STREET NOISE STUDY

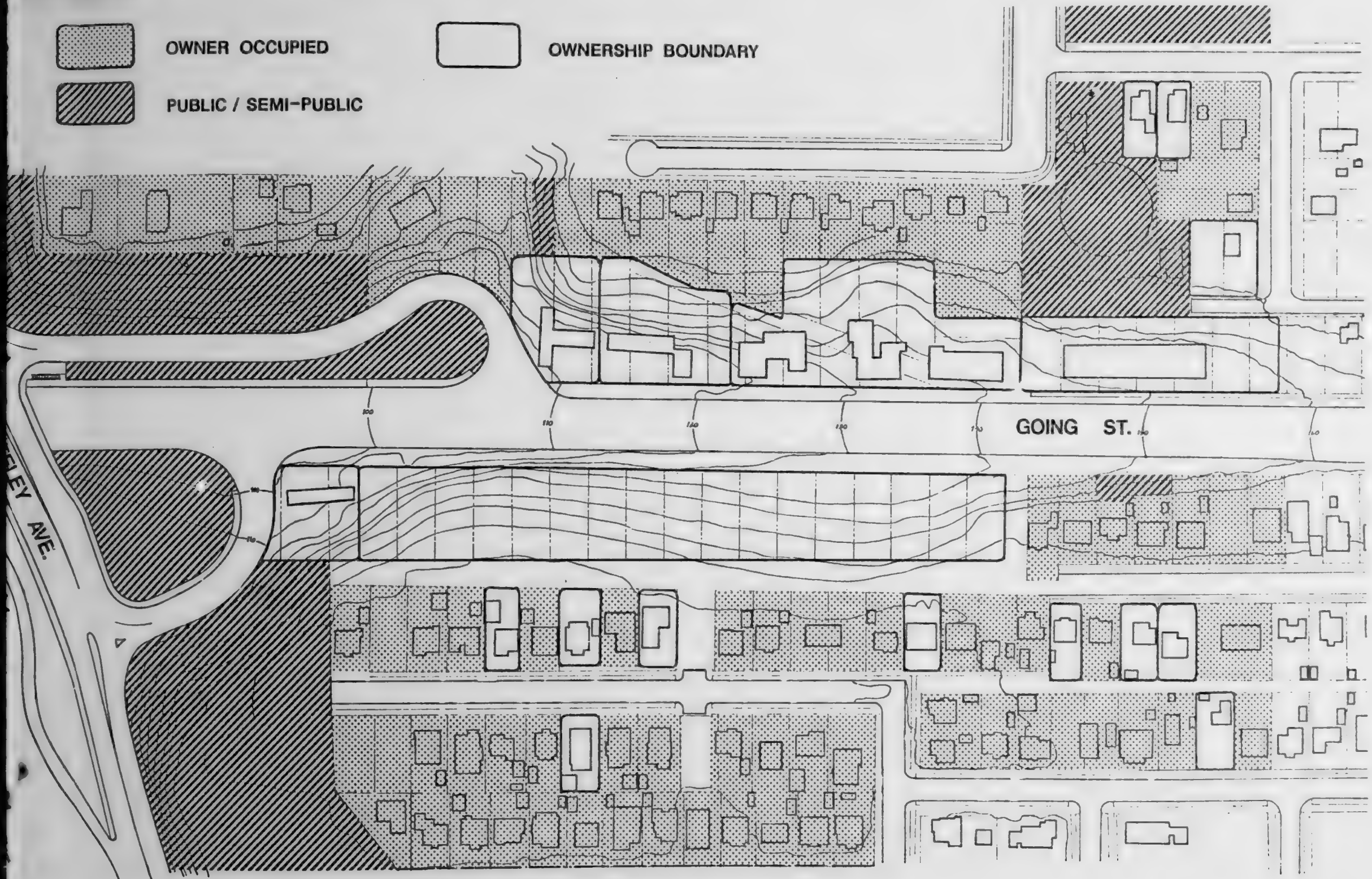
MAP 3-a

OWNERSHIP

OWNER OCCUPIED

PUBLIC / SEMI-PUBLIC

OWNERSHIP BOUNDARY



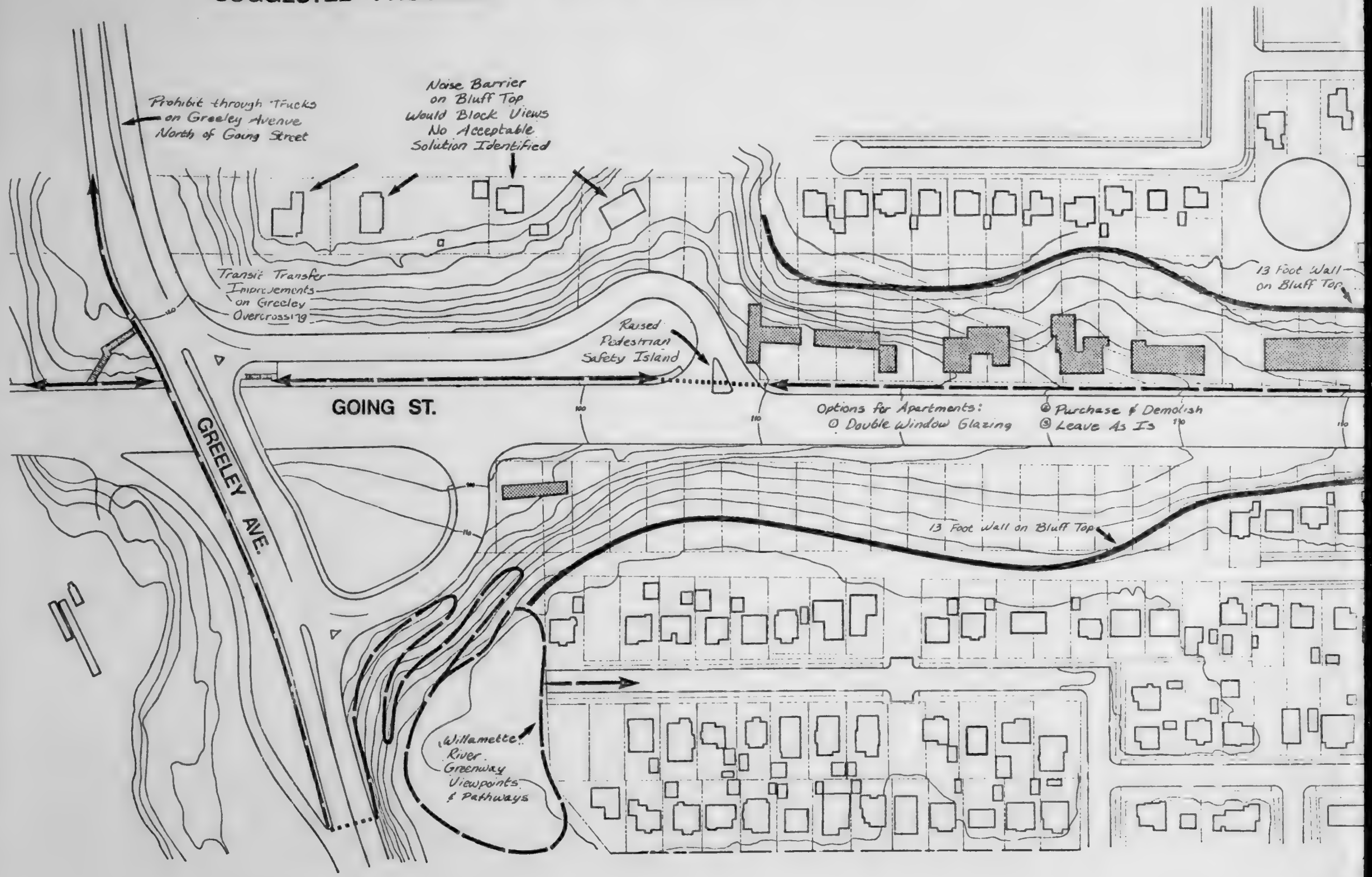
OWNERSHIP

OWNERSHIP

MAP 3-b

GOING STREET NOISE STUDY

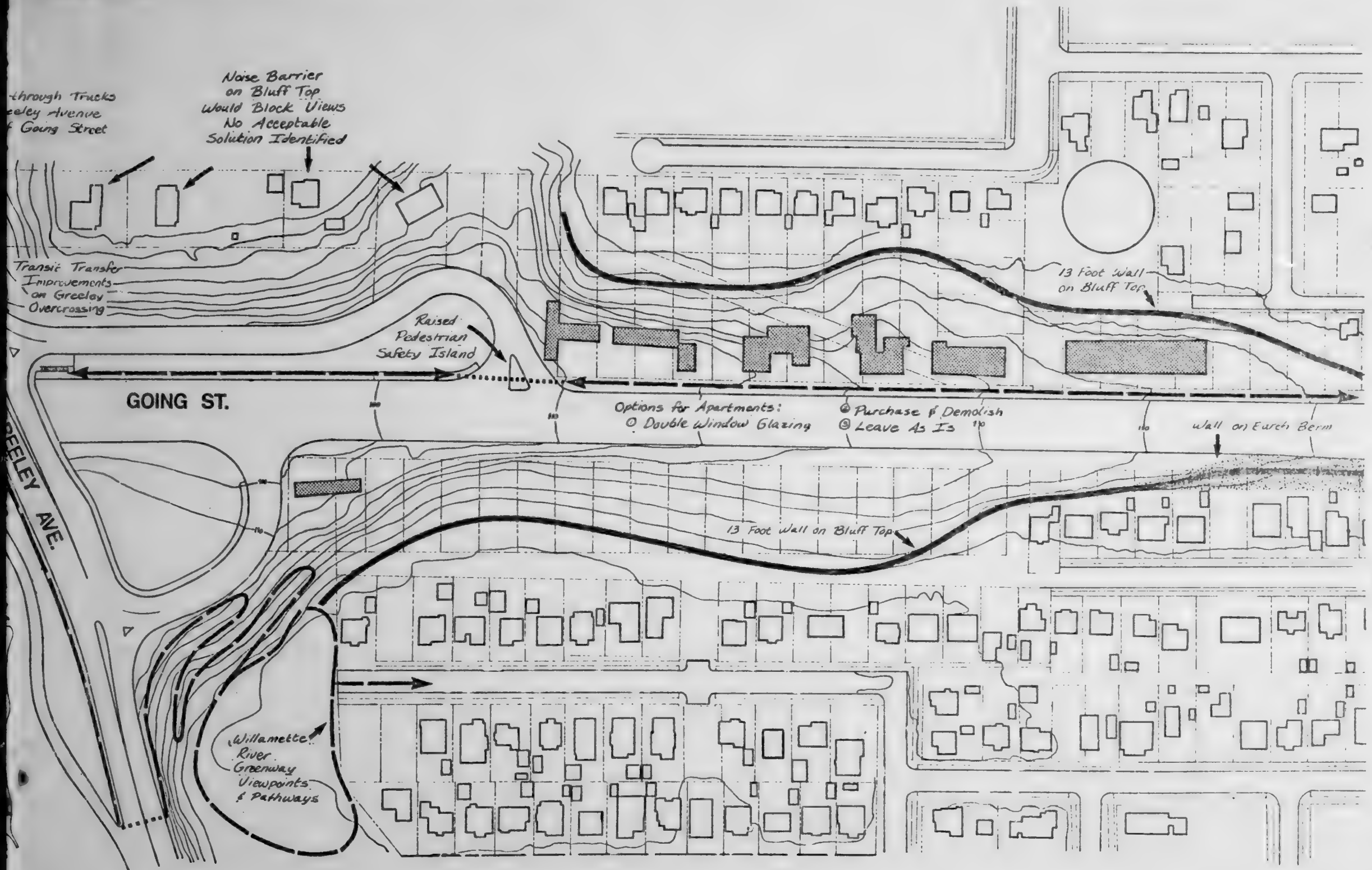
SUGGESTED PROGRAM


Prohibit through Trucks on Greeley Avenue North of Going Street
Noise Barrier on Bluff Top Would Block Views No Acceptable Solution Identified
Transit Transfer Improvements on Greeley Overcrossing
Raised Pedestrian Safety Island
13 Foot Wall on Bluff Top
GOING ST.
GREELEY AVE.
Options for Apartments:
① Double Window Glazing
④ Purchase & Demolish
⑤ Leave As Is
13 Foot Wall on Bluff Top
Willamette River Greenway Viewpoints & Pathways

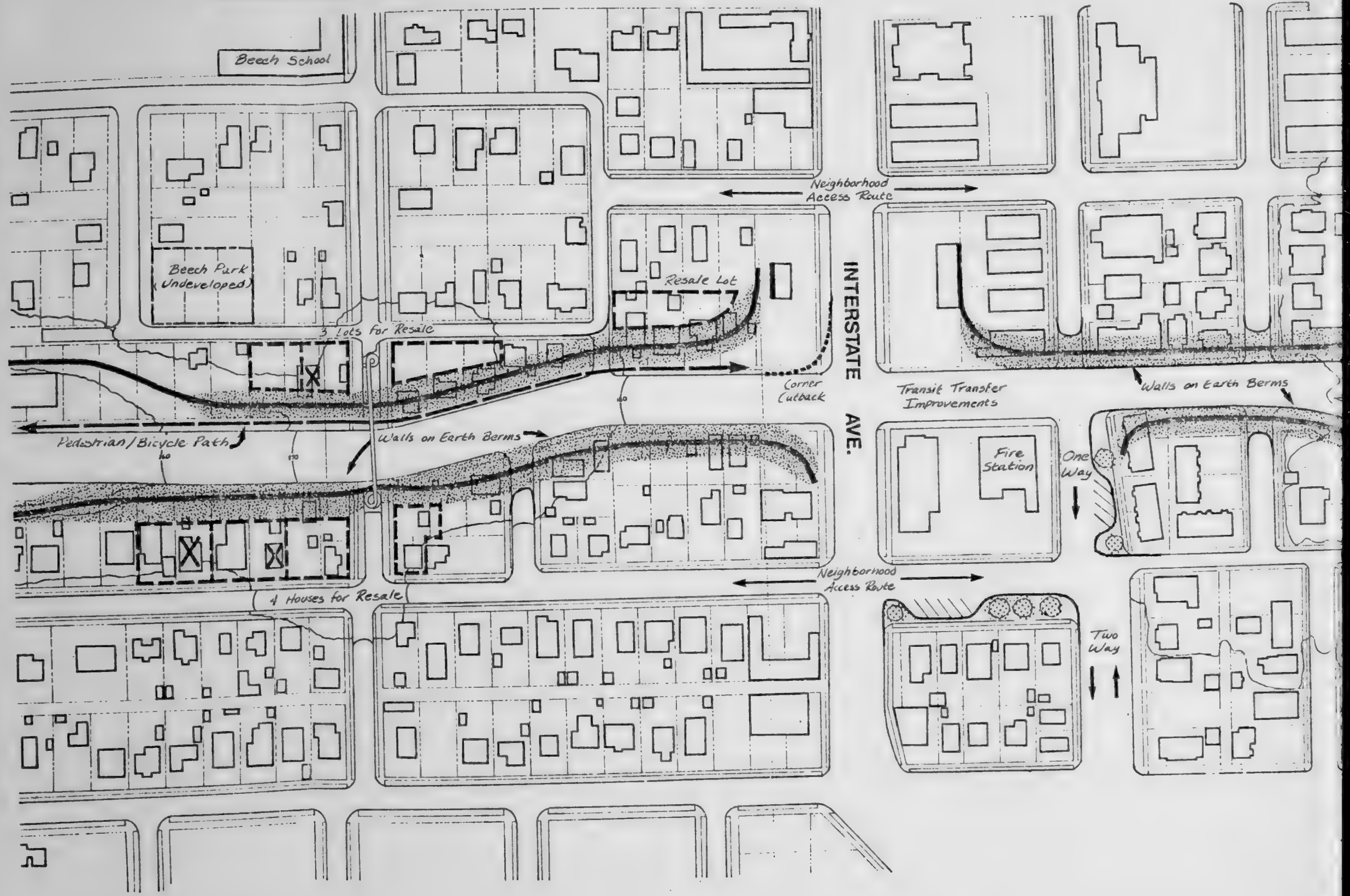
GOING STREET NOISE STUDY

SUGGESTED PROGRAM

MAP 4-a



SUGGESTED PROGRAM



SUGGESTED PROGRAM

MAP 4-b

1982 ENVIRONMENTAL IMPACT STATEMENT (FINAL) 9490

CON 21-10-

Greeley

1 5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 6, 1979

NOTED
H. S. COULTER

RE: Going Street Noise Mitigation
Project
City of Portland
Multnomah County, Oregon

TO WHOM IT MAY CONCERN:

The enclosed copy of the Final Environmental Impact Statement for the Going Street Noise Mitigation Project in Multnomah County, Oregon has been adopted by the Economic Development Administration and filed with the Environmental Protection Agency and is being submitted for your review and comment. This document is being distributed on behalf of the Economic Development Administration.

If you desire to further explore the effect of this project on the community, please address your comments to the U.S. Environmental Protection Agency, Division of Federal Activities, Room 537 West Tower, Waterside Mall S.W., Washington, D.C. 20460, no later than August 13. This office would appreciate a copy of your comments.

Sincerely,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section
412 Transportation Bldg.
Salem, OR 97310

RECEIVED
STATE HWY ENGR
JUL 9-'79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

GAP:brl

Form 734-3122

FINAL ENVIRONMENTAL IMPACT STATEMENT

GOING STREET NOISE MITIGATION PROJECT

CITY OF PORTLAND,

MULTNOMAH COUNTY, OREGON

VOLUME 1: ENVIRONMENTAL REPORT

JULY, 1979

GOING STREET
NOISE MITIGATION PROJECT

CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

ADMINISTRATIVE ACTION

FINAL
ENVIRONMENTAL IMPACT STATEMENT

Prepared Under Direction of
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

OREGON DEPARTMENT OF TRANSPORTATION

Prepared for:
U.S. Department of Commerce
Economic Development Administration

Submitted Pursuant to 42 U.S.C. 4332 (2) (C)

JUNE 27, 1979
Date

Phyllis Lamphere
Regional Director, Economic
Development Administration

FINAL ENVIRONMENTAL IMPACT STATEMENT

GOING STREET
NOISE MITIGATION PROJECT

CITY OF PORTLAND
MULTNOMAH COUNTY, OREGON

PREPARED FOR:
U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

July 1, 1979

SUMMARY
FINAL ENVIRONMENTAL IMPACT STATEMENT
Going Street
Noise Mitigation Project
City of Portland
Multnomah County, Oregon

1. Economic Development Administration
Administration Action Environmental Statement
( ) Draft (X) Final

2. The following individuals may be contacted for further information concerning the proposed project and the contents of this Environmental Impact Statement:

Mr. Glen Green
Division Administrator
The Equitable Center, Suite 100
530 Center Street, NE
Salem, Oregon 97301
Phone: (503) 378-3832

Mrs. Phyllis Lamphere
Regional Director
Economic Development Administration
1700 Westlake Ave., N.
Seattle, Washington 98109
Phone: (206) 442-1675

Mr. Douglas Wright
Planning Director
Portland Bureau of Planning
424 S.W. Main St.
Portland, Oregon 97204
Phone: (503) 248-4235

3. Going Street functions as a major street extending east to west from Interstate 5 to Swan Island Industrial Park in north Portland. The purpose of the proposed project is to reduce the sound levels which impact existing land uses in the Going Street study area and to enhance the existing residential character of the neighborhood.

4. Alternatives Considered

a. No Build Alternative, Alternative A

b. Build Alternatives, B, C, and D

Three Build Alternatives were evaluated. The three alternatives differed substantially in effectiveness and environmental impact on the area. As indicated in the Draft EIS, the three alternatives were designed by geographic subarea to allow a recombination of strategies if determined appropriate during the public review process. Section 1.4 of this EIS contains a detailed description of alternatives which are briefly discussed as follows:

Alternative B: Noise Barrier

Alternative B is the external structure strategy consisting primarily of noise walls and berms. These structures would provide some measure of both exterior and interior sound level reduction for properties in the Going Street corridor which are most severely affected by vehicle noise. A pedestrian passage could be permitted in the wall approximately every 200 to 300 lineal feet. Behind the residences on the south side of Blandena Street a five foot high wall on bluff top would be constructed. In Going Canyon, all apartment buildings would be removed. Behind the residences on the north side of Skidmore Court, a five foot high noise wall on bluff top would be erected. Along Central Going Street, a six foot high wall along Going Street would be constructed and would involve relocation of some residents. Between Interstate Avenue and Interstate 5, a six foot wall atop a six foot berm would be constructed. All cross streets entering Going Street except Interstate, and Maryland from the south would be closed. The fire station dormitory and several residences would be soundproofed. All portions of the wall and berm areas would be landscaped. Some lots for resale would be created. A continuous pedestrian and bicycle path would be provided on the north side of Going Street from Interstate to Greeley Avenues.

Alternative C: Soundproofing

Alternative C is a soundproofing strategy which is intended to provide acoustical protection primarily to the interior of structures along Going Street. In warm weather, for open window conditions, the effectiveness of this alternative would be diminished. The soundproofing measures proposed do not include air conditioning. Major and minor soundproofing strategies are proposed in different parts of the study area. Examples of minor soundproofing measures which are recommended include installation of double glazed or storm windows, installation of storm doors, weatherstripping, or heavy duty caulking around all doors and windows which face Going Street. Minor soundproofing is proposed for residences which face Going Street on the top of the bluff for both Blandena Street and Skidmore Court. In Going Canyon, major soundproofing of the apartments would occur. Major soundproofing would generally include elimination of all window and door openings facing Going Street. In addition, windows facing both east and west as well as doors would be provided with storm type installations to provide better acoustic insulation. The resulting structures in some cases would not provide for an equivalent number of dwelling units because of diminished external lighting as well as loss of building entrance and egress; thus, some residents would require relocation. On Central Going Street, this alternative would require demolition of some residences which front on Going Street and the exterior walls facing Going Street of those houses fronting on Prescott Street would require closing of all window and door openings. On the north side of Going Street between Interstate Avenue and I-5, this alternative would provide for major soundproofing including reconstruction of the building faces which front on Going Street and permanent closure of windows and doors. On the south side of Going Street

the wall berms would be constructed as described in Alternative B. An exception will be made for the fire station which would receive minor soundproofing.

Alternative D: Nonstructural Strategy

This nonstructural alternative would include resurfacing the entire length of Going Street in the study area to provide a new surface which would generate minimum tire/surface noise emissions consistent with vehicle safety and which would eliminate most of the mechanical jostling associated with large trucks. This measure would include an enforcement program for the limitation of downhill truck speeds. It is suggested that this measure be combined with installation of an acoustic monitoring system that would operate unattended and allow follow up observation of the program's effectiveness. Alternative D would also include minor modifications of curb locations on Going Street.

5. Selected Alternative:

The Selected Alternative is a combination alternative, which combines portions of Alternative B and Alternative C. This combination of strategies was selected after receipt of public input on the alternatives. The Selected Combination Alternative consists of a noise barrier in certain portions of the Going Street Corridor and of soundproofing of residences in other areas on Going Street. A description of the selected alternative follows:

Selected Combination Alternative

The Selected Combination Alternative is a strategy that consists of external noise walls and berms in some areas and interior soundproofing of structures along Going Street in other areas. The noise wall and berms will provide some measure of both exterior and interior sound level reduction and has been selected for the areas on the Going Street Corridor which are most severely affected by vehicle noise. The soundproofing of residences has been selected for the areas which are less affected by vehicle noise. The soundproofing alternative will provide interior acoustical protection. In seasons which permit open window conditions, the effectiveness of this alternative would be diminished. Minor soundproofing is proposed for residences which face Going Street on the top of the bluff for both Blandena Street and Skidmore Court. In Going Canyon, all apartment buildings would be removed. Along Central Going Street, a six foot high wall along Going Street would be constructed and would involve relocation of some residents. Between Interstate Avenue and Interstate 5, a six foot wall atop a six foot berm would be constructed. All cross streets entering Going Street except Interstate, and Maryland from the south would be closed. The fire station dormitory and possibly two apartment houses would be soundproofed. In some cases existing buildings may be used as part of noise barriers. All portions of the wall and berm areas would be landscaped. Some lots for resale may be created. A continuous pedestrian and bicycle path would be provided on the north side of Going Street from Interstate to Greeley Avenues.

6. Environmental Impacts.

The impacts of the alternatives are summarized and compared in Table 1 of Section 2. Briefly the impacts are summarized below.

Alternative A: No Build Alternative. The No Build Alternative would partially be consistent with the City of Portland local planning policies. The No Build Alternative would not require removal of any residences as would Alternative B and C. The No Build Alternative, however, would provide no sound level reduction and would therefore make the Overlook Neighborhood a less desirable residential area. The No Build Alternative would not alter any existing land use patterns. Because of the expected industrial development of Swan Island, traffic on Going Street would continue to increase regardless of whether the noise mitigation project is implemented. The transportation network and traffic patterns in the study area would not be affected by the No Build Alternative. Pedestrian and bicycle access to Swan Island would remain inadequate.

Under Alternative A the noise environment would remain very similar to existing conditions with slight increase in certain areas during the afternoon peak hour of traffic. In 1990 under the No Build Alternative, of approximately 200 dwelling units in the study area, exposure to exterior sound levels is estimated to be as follows: 26 dwelling units, below 65 dBA; 174 dwelling units in excess of 65 dBA; 129 dwelling units in excess of 70 dBA; and 73 dwelling units would be exposed to sound levels in excess of 80 dBA. In 1990, under Alternative A, in the study area approximately 97 dwelling units would be exposed to interior sound levels of 55 dBA or over. The No Build Alternative would involve no acquisition, relocation, or construction costs. In the long term, the No Build Alternative could slightly alter the demographic patterns if residents choose to move out of the area because of noise. This alternative would not create any regulatory or institutional impacts and would not impact scenic view corridors or the architecture in the study area.

The No Build Alternative would involve no adverse impacts on local geology, hydrology, or biology. Because of increased traffic, energy consumption would still increase with the No Build Alternative. Regional air quality would not be affected. Alternative A would not require acquisition of, or affect Section 4(f) lands or properties listed in, nominated for, or eligible for the National Register of Historic Places.

Alternative B: Noise Barrier. Alternative B would be partially consistent with the City of Portland's land use policies. While Alternative B would require removal of 75 existing residential uses, it would allow for sound level reduction for remaining homes and therefore enhance residential livability in the area. The project would not impact traffic volumes which are projected to increase. Alternative B would have a slight adverse impact on neighborhood circulation patterns because of local street closures. This alternative would provide improved access to Swan Island for pedestrians and bicycles.

Alternative B would reduce exterior sound levels to below the FHWA residential noise standard of L_{10} 70 dBA in most of the study area. In 1990 under Alternative B, an estimated 125 dwelling units would be remaining in the study area. Exposure to exterior sound levels for these remaining dwelling units is estimated to be as follows: 83 dwelling units below 65 dBA; 42 dwelling units in excess of 65 dBA; 7 units would be exposed to sound levels over 70 dBA and no units would be exposed to interior sound levels over 80 dBA. In 1990, under this alternative, no dwelling units would be exposed to interior sound levels of 55 dBA or above. Alternative B would have significantly adverse socioeconomic impacts. It would involve removal of 75 dwelling units including 17 single family units and 58 multiple family units. It would result in substantial disruption of the Going Street community. All regulations for relocation would be followed. The total cost for this alternative, including estimated initial acquisition, construction and relocation costs would be $2,955,000. Annual maintenance costs after construction are estimated to be $28,000. This alternative would require special institutional agreements to ensure maintenance of the noise barrier and landscaping. Alternative B would introduce a physical and visual barrier along most of Going Street. Even though landscaping would be provided, the noise barrier would be highly visible. In some cases the barrier would impair scenic views in the study area. The construction of the noise barrier would have a minor impact on existing vegetation. No rare or endangered species would be adversely affected. During construction, erosion would increase slightly.

The project would not have a significant impact on hydrology or water quality. The air quality would not be significantly altered, and energy consumption would be increased during construction. Alternative B would not require acquisition of, or affect Section 4(f) lands or properties listed in, nominated for, or eligible for the National Register of Historic Places.

Alternative C: Soundproofing. The soundproofing alternative would be partially consistent with City of Portland land use policies. The soundproofing alternative would involve less alteration of residential uses than Alternative B. This alternative would not alter the expected increase in traffic volume on Going Street. It would provide improved pedestrian and bicycle access to Swan Island. Alternative C would alter neighborhood travel patterns because of local street closures. Alternative C would be less effective than Alternative B in terms of sound level reductions. Except in the area east of Interstate Avenue, no reduction of exterior sound levels would be provided in Alternative C. In 1990 assuming maximum participation, an estimated 164 dwelling units would be remaining in the study area. Exposure to exterior sound levels is estimated to be as follows: 34 dwelling units below 65 dBA; 130 dwelling units in excess of 65 dBA; 93 dwelling units in excess of 70 dBA; and 37 dwelling units would be exposed to sound levels in excess of 80 dBA. In 1990, approximately 28 dwelling units would be exposed to interior sound levels in excess of 55 dBA. The total cost for Alternative C including initial acquisition, construction, and relocation costs is estimated to be $1,403,000. Annual maintenance cost after

initial construction and soundproofing is estimated to be $15,000. Alternative C would include minor soundproofing on 54 dwelling units and major soundproofing on 55 dwelling units. Alternative C would involve removal of 36 dwelling units including 15 single family dwellings and approximately 21 multiple family units. This alternative would require institutional agreements for compliance and maintenance. The major soundproofing alternative would result in the modification of the external appearance (by closure of doors and windows) of some structures which would block outdoor views from these structures. No significant scenic views would be blocked by this alternative.

This alternative would not have an adverse impact on the biologic, geologic, or hydrologic features of the area. It would result in no change in regional air quality and would allow a minor savings in energy consumption. Alternative C would not require acquisition of, or affect Section 4(f) lands or properties listed in, nominated for, or eligible for the National Register of Historic Places.

Alternative D: Nonstructural. Alternative D would be partially consistent with the land use policies and would not involve relocation. This alternative would inconvenience local travel patterns during repaving operations.

Alternative D would be the least effective in terms of sound level reduction and any reduction would be variable depending on compliance and frequence of resurfacing. New roadway surfacing would reduce existing exterior sound levels approximately 2 to 4 dBA.

The initial estimated cost for Alternative D would be $446,000. Ongoing maintenance costs would be approximately $6,000 yearly. Alternative D would pose serious institutional issues because of the difficulty of enforcement and because it would require extensive maintenance to be effective. Alternative D would have no impact on visual, biologic, geologic, or hydrologic conditions in the area. Air quality and energy would not be significantly affected except slightly during paving activities. Alternative D would not require acquisition of, or affect Section 4(f) lands or properties listed in, nominated for, or eligible for the National Register of Historic Places.

Selected Combination Alternative. The Selected Alternative would be partially consistent with the City of Portland's land use policies. While this alternative would require removal of 69-75 existing residential uses, it would allow for sound level reduction for remaining homes and therefore enhance residential livability in the area. The project would not impact traffic volumes which are projected to increase. The Selected Alternative would have a slight adverse impact on neighborhood circulation patterns because of local street closures. This alternative would provide improved access to Swan Island for pedestrians and bicycles.

The Selected Alternative would reduce exterior sound levels to below the FHWA residential noise standard of L_{10} 70 dBA in most of the study area. In 1990 under the Selected Alternative, an estimated 131 dwelling units would be remaining in the study area. Of the remaining units approximately 33 would receive minor soundproofing. Exposure to exterior sound levels for these remaining dwelling units is estimated to be as follows: 70 dwelling units below 65 dBA; 61 dwelling units in excess of 65 dBA; 8 units would be exposed to sound levels over 70 dBA and no units would be exposed to exterior sound levels over 80 dBA. In 1990, under this alternative, no dwelling units would be exposed to interior sound levels of 55 dBA or above. The Selected Alternative would have significantly adverse socioeconomic impacts. It would involve removal of 69 dwelling units including 17 single family units and 52 multiple family units. It would result in substantial disruption of the Going Street community. All regulations for relocation would be followed. The total cost for this alternative, including estimated initial acquisition, construction, and relocation costs would be $2,700,000. This alternative would require special institutional agreements to ensure maintenance of the noise barrier and landscaping. The Selected Alternative would introduce a physical and visual barrier along portions of Going Street. Even though landscaping would be provided, the noise barrier would be highly visible. The construction of the noise barrier would have a minor impact on existing vegetation. No rare or endangered species would be adversely affected. During construction, erosion would increase slightly.

The project would not have a significant impact on hydrology or water quality. The air quality would not be significantly altered, and energy consumption would be increased during construction. The Selected Alternative would not require acquisition of, or affect Section 4(f) lands or properties listed in, nominated for, or eligible for the National Register of Historic Places.

7. Advisory Committees

The project has been developed and reviewed with the assistance of a Technical Advisory Committee and a Citizens Advisory Committee.

Technical Advisory Committee

Steve Dotterrer, City of Portland, Bureau of Planning
John MacGregor, Port of Portland
Norman L. Jette, Oregon Department of Environmental Quality
L. David Hill, City of Portland, Engineer
Michael Bauer, City of Portland, Bureau of Traffic Engineering
C. T. Christianson, Federal Highway Administration
Donald I. Fantz, Oregon Department of Transportation, Metro.

Spencer H. Benfield, Portland Development Commission
Stan Jones, Portland Development Commission
Craig Markham, Oregon Department of Transportation, Environmental
Rob Burks, Bureau of Maintenance
Al Woods, Bureau of Maintenance
Ken Hall, ONC motor freight

In addition, other technical specialists who participated are the following persons:

Mike Kyte, TRI-MET
Dick Johnston, Department of Public Works
John Lang, Bureau of Street and Structural Engineering
Captain Richardson, Portland Police Department, North Precinct
Assistant Chief Brink, Portland Fire Department
Greg Baldwin, Portland City Schools
Adrian Olsen, Oregon Department of Transportation
Tom Schwab, Oregon Department of Transportation, Metro
Jim McClure, Oregon Department of Transportation, Metro
Cam Gilmore, Oregon Department of Transportation, Environmental

Citizens Advisory Committee

Si Stanich
William H. Coleman
Aline B. Coleman
Jerry Mounce
Stephana Georgeff
Walter J. Regan
Melissa Church
Sister Frances Calhoun
Ann Rogers
George LaDu
James Meyer
William Connolly

8. Agencies and Organizations Receiving Copies of the Draft Statement.

* a. Federal Agencies:

U.S. Department of Agriculture
Soil Conservation Service
U.S. Department of the Army
Corps of Engineers
U.S. Department of Commerce
Deputy Assistant Secretary for Environmental Affairs
National Marine Fisheries Service
U.S. Department of Energy
U.S. Department of Housing and Urban Development
U.S. Department of the Interior
Assistant Secretary, Program Policy
U.S. Department of Transportation
Coast Guard District
Federal Aviation Administration (FAA)
U.S. Environmental Protection Agency

*b. State of Oregon Agencies

Department of Agriculture
Department of Economic Development
Department of Energy
Department of Environmental Quality
Department of Fish and Wildlife
Department of Forestry
Department of Geology and Mineral Industries
Department of Land Conservation and Development
Department of Water Resources
Division of State Lands
Soils and Water Conservation Commission
State Historic Preservation Office
State Library
State Parks Branch

c. Other Agencies

*City of Portland
City Council
Park Bureau
City Engineer
City Traffic Engineer
Water Bureau
Fire Marshall
Portland Development Commission
Community Development Director
School District No. 1
Beech School
Pope John XXIII School
*Multnomah County
Department of Environmental Services
County Library
TRI-MET
Pacific Northwest River Basins Commissions
*Port of Portland
*Metropolitan Service District

d. Miscellaneous Groups

Oregon Truckers Association
League of Women Voters in Portland
Oregon Environmental Council
* North Portland Citizens Committee
* Swan Island Task Force
Western Environmental Trade Association
Portland Chamber of Commerce
The Urban League
Associated General Contractors
Associated Oregon Industries

e. Utilities

Portland General Electric Company
Pacific Power and Light Company
Northwest Natural Gas
Pacific Northwest Bell

f. Newspapers

The Oregonian, Portland (Metropolitan daily)
The Oregon Journal, Portland (Metropolitan daily)
The Daily Journal of Commerce, Portland (Multnomah County daily paper)
The Community Press, Portland (Multnomah County weekly paper)
Oregon Labor Press

g. Television

KATU, Portland
KGW, Portland
KOIN, Portland
KOAP, (Ed.), Portland
KPTV, Portland

9. This Final Environmental Impact Statement was made available to the Environmental Protection Agency and the public on _____

* Agencies receiving copies of this final EIS are marked with an asterisk.

FOREWORD

Volume I, Environmental Report, is the Environmental Impact Statement on the proposed Going Street Noise Mitigation Project in the City of Portland, Oregon. It describes the alternatives, provides background information, and summarizes the findings of the impact analysis. Volume II, a Technical Report, contains technical reports and background data for the findings and can be obtained from the City of Portland Bureau of Planning, 424 S. W. Main Street, Portland, Oregon. Copies are also available for review at the Multnomah County libraries.

This is a Final Environmental Impact Statement. A Draft Environmental Impact Statement has been in circulation since March, 1979. Public hearings were held on the project which resulted in the selection of a combination alternative. The alternative selection process is described in Section 1. The Selected Combination Alternative is a combination of Alternatives B and C as described in this report. The Selected Combination Alternative consists of the project as described for Alternative C in Subareas 1 and 3 and Alternative B for Subareas 2, 4, 5, except where changes are noted herein. To determine the specific environmental impacts of the Selected Combination Alternative, the reader should refer to Section 3 of this report to determine the appropriate impacts by Subarea and Alternative as described above. Sections 1, 2, 4, 5, and 6, however, have been updated since the Draft EIS and provide comparative data of the Selected Combination Alternative with the other alternatives. In addition Sections 8, 9, 10 have been added to provide the comments and responses on the project.

This impact statement is required by federal law. The National Environmental Policy Act of 1969 requires an Environmental Impact Statement on all major federal actions that would significantly affect the quality of the human environment. This project would receive federal funds.

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1. PROJECT DESCRIPTION

1.1 PROJECT LOCATION AND SETTING

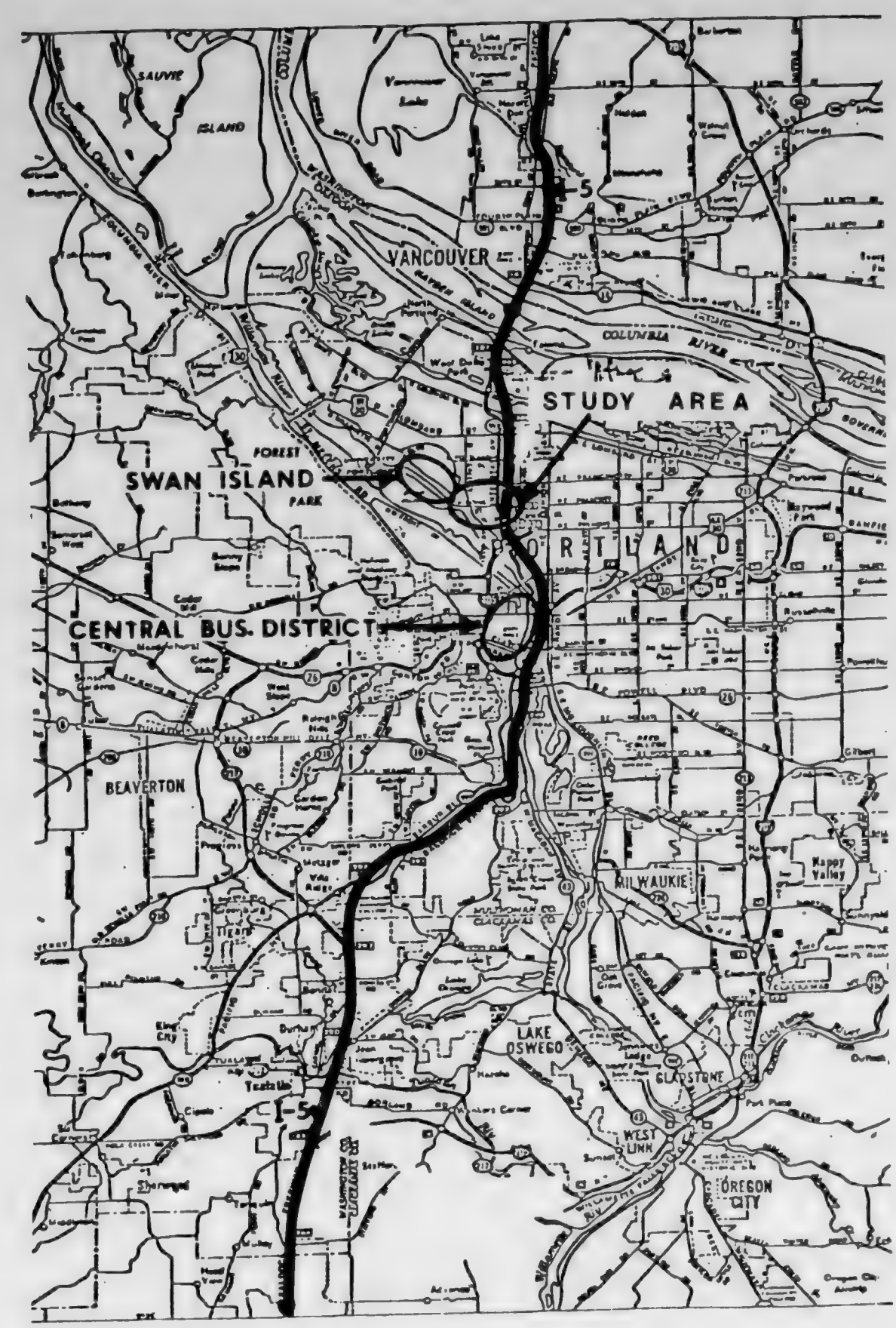
The project is located along North Going Street in the City of Portland, Oregon. Going Street passes through the Overlook Neighborhood of North Portland. Figure 1 depicts the regional setting of the study area as it relates to the Portland Metropolitan Area. Going Street extends along Going Canyon, the only natural break in a large bluff on the eastern side of the Willamette River between St. Johns and Albina. Going Street is currently the major access route between Interstate 5 on the North Portland plateau and the Swan Island Industrial Park.

The study area extends from Greeley Avenue on the west to Interstate 5 on the east and lies between Blandena Street on the north and Skidmore Court/Prescott Street on the south. For the purposes of this impact study the area was divided into five subareas (see Figure 2). Subarea 1, Blandena Street, is the bluff top on the north from Greeley Avenue to Campbell Avenue. Subarea 2, Going Canyon, is the bottom of the ravine from Greeley Avenue to the extension of Campbell Avenue. Subarea 3, Skidmore Court, is the bluff top on the south from the west end of Skidmore Court to the west end of Prescott Street. Subarea 4, Central Going Street, extends from the west end of Prescott Street on the south and Campbell Avenue on the north to Interstate Avenue. Subarea 5, Interstate Plateau, is between Interstate Avenue and the Interstate 5 freeway. Subareas were chosen based on topography, land use, and similarity in noise problems.

An overview of the Going Street corridor and typical existing views of the study area are shown in Figure 3. Most of the study area is occupied by single family residences. East of Interstate Avenue and along Going Street in Subarea 2, apartments predominate while Interstate Avenue is mainly commercial. Most of the vacant land in the study area is located on the steep slopes of the ravine in the western portion of the study area.

1.2 PROJECT ORIGIN AND HISTORY

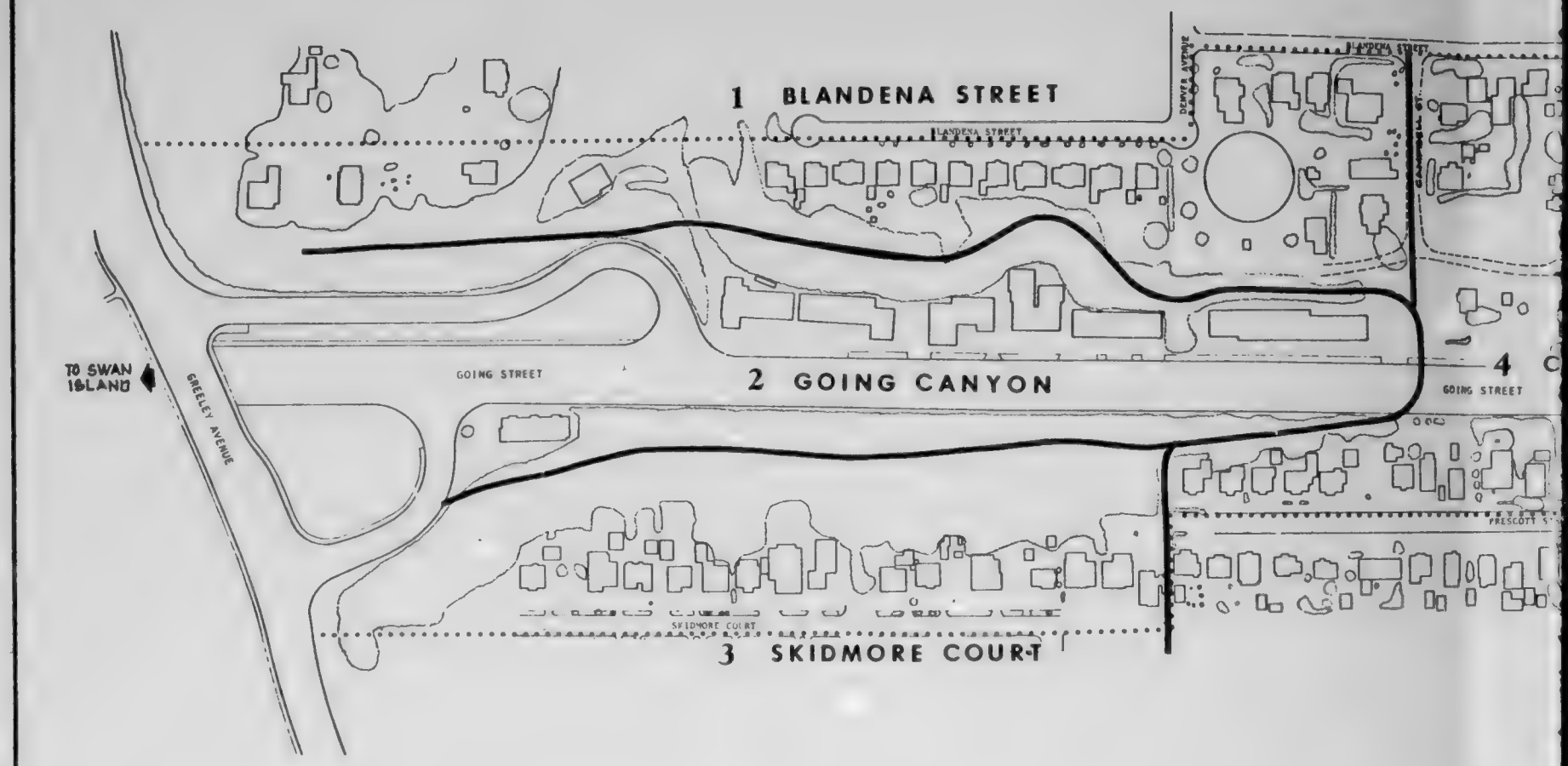
The Going Street Noise Mitigation Project was initiated by the Swan Island Task Force. The Task Force was originally formed by the Portland City Council to



N

no scale

FIGURE 1. REGIONAL SETTING IN PORTLAND, OREGON



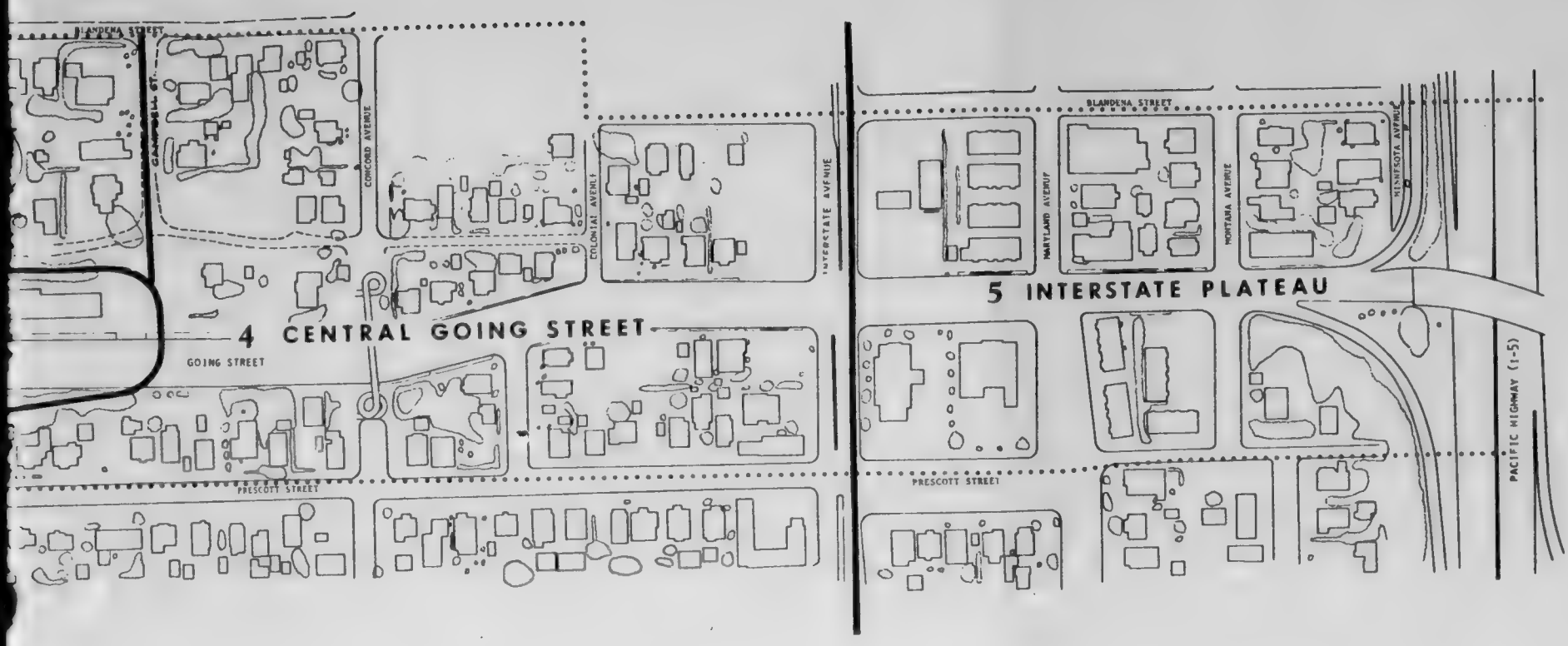
LEGEND

——— SUBAREA BOUNDARY

N

SCALE
1"=266'

FIGURE 2. LOCAL SETTING AND SUBAREA BOUNDARIES IN C



..... STUDY AREA BOUNDARY

BAREA BOUNDARIES IN GOING STREET STUDY AREA

PLATE 1. Typical Single Family Residence on Blandena Street (SUBAREA 1)

PLATE 2. View West toward the Willamette River from the Pedestrian Overcrossing at Concord St. (SUBAREA 2)

FIGURE 3. EXISTING SETTING ON GOING STREET CORRIDOR

PLATE 3. View East from the Pedestrian Overcrossing.
(SUBAREA 4)

PLATE 4. View East From Interstate Avenue Intersection
(SUBAREA 5)

FIGURE 3 (CONTINUED). EXISTING SETTING ON GOING STREET

study the issues associated with development of Swan Island Industrial Park including insufficient access capacity to the Island and the environmental quality of the Overlook Neighborhood. The Swan Island Task Force recommended the Basin/Going and Greeley/Interstate 5 projects to provide increased access capacity to Swan Island. The Swan Island Transportation Access EIS on the Basin/Going and Greeley/Interstate 5 projects revealed that noise levels along the Going Street corridor would not be permanently reduced. Noise levels remain high because Going Street is expected to remain a major access route to Swan Island. The Portland City Council has decided that because of costs and environmental impacts, it is not reasonable to select an alternative access route that would remove significant traffic volumes from Going Street. Alternatives considered removed no more than one half of the current traffic from Going Street with buildup to current levels in the future as development continues. Consequently, the noise along Going Street is considered to be an existing problem independent of reasonable access alternatives.

The Portland Bureau of Planning at the request of the Task Force completed a noise mitigation study for Going Street in June, 1978. In November, 1978 the City of Portland engaged consultant services to evaluate alternative noise mitigation strategies and prepare an Environmental Impact Statement (EIS) on the alternatives. The proposed noise mitigation project is part of the Swan Island Planning Program, an overall strategy of plans and projects to address the impacts and benefits of Swan Island Development. The elements of this program adopted by the City Council, the Port Commission (developer of the industrial park), and the TRI-MET Board (the regional transit agency), are described in Section 1.8.

1.3 PROJECT PURPOSE AND NEED

As a result of development of Swan Island as an industrial park after World War II, Going Street became a major/industrial access route through an already established residential area. The neighborhood, therefore, was exposed to through traffic en route to the Island. Many of the residences in the corridor are exposed to excessive noise levels. The purpose of this project is to reduce noise levels for the residents in this corridor. The project is intended to permit coexistence of the Going Street residential neighborhood

and industrial traffic to Swan Island. The project is not intended to develop noise mitigation measures which will bring sound levels within any given noise standard or guideline (see Section 3.3). Given the existing high levels of noise in the Going Street corridor, it is not realistic to expect solutions which eliminate the essentially noisy character of this major traffic thoroughfare. Rather, the project is intended to provide as much noise relief as possible, given other constraints, within acceptable levels of neighborhood impacts.

Additional project objectives include the provision of a pedestrian and bicycle route to Swan Island, as recommended by the city's Arterial Streets Classification Policy.

1.4 PROJECT ALTERNATIVES

The Draft Environmental Impact Statement addressed four relatively distinct noise mitigation alternatives, including the No Build and three Build Alternatives. The three build alternatives differ substantially ir terms of approach, effectiveness, environmental impact, and costs. Each alternative is discussed by subarea. As described in Section 1.5 and 1.6 a combination of strategies by subarea occurred in the process of developing the selected alternative.

ALTERNATIVE A: NO BUILD

Alternative A is the No Build or do nothing strategy. In this case no structural, land use, or regulatory actions are posed to alter the present or future conditions in the project area. Generally, this alternative maintains existing conditions, has no impacts, and proposes no mitigation measures: exceptions include changes in future traffic, noise, socioeconomic and air quality from existing conditions. The effects of Alternative A on these factors is discussed in Sections 3.2, 3.3, 3.4, and 3.10 of this report. Alternative A is not discussed further in this EIS except to provide a basis for comparison with the Build Alternatives.

ALTERNATIVE B: NOISE BARRIER

Alternative B is the external structure strategy. A series of noise walls and berms, would be erected to provide both exterior and interior sound level reduction for properties in the Going Street corridor. Specific features of this strategy are discussed below by subarea. Figures 4 through 7, following the Alternative B discussion, depict the applicable features in each subarea. The figures show approximate locations of the noise barrier. These locations are subject to change in final project design.

SUBAREA 1: Five Foot High Noise Wall on Bluff Top and Minor Soundproofing

A 5 foot high solid wall would be placed along the alignment shown in Figure 4.A and 4.B. The wall would extend approximately 1075 lineal feet. The wall would require a structural steel and concrete footing approximately two or three feet deep and approximately two to three feet wide at the base. Figure 5 depicts a typical cross section of the proposed noise barrier for this area. The wall would not be of uniform height because of the need to provide acoustic protection in a setting of somewhat uneven terrain. Thus minor amounts of earth fill (up to approximately three feet in height) would be used to establish a more suitable local footing; in addition, the wall itself could vary from a minimum height of four feet to a maximum height of six feet within Subarea 1. The intent is to select a wall height with considerable acoustic effectiveness, which also blends with the scenic backyard settings and allows maximum view preservation for residents. A pedestrian passage would be permitted in the wall approximately every 200 to 300 lineal feet. Such a passage would be constructed of overlapping (or offset) wall panels consisting of approximately four feet of overlap and three feet of lateral separation (passageway). In this subarea, the four westernmost residences would have no wall because of geological and topographic constraints and these structures would receive minor soundproofing as described in Alternative C. No dwelling units would be removed. Throughout the subarea, low growing landscaping and shrubs would be on both sides of the wall according to concepts approved by the city and local residents. Wherever possible, the wall would be erected on easements on private property. Where this is not possible, private property would be purchased. Maintenance of the wall would be a city responsibility. Landscaping would be the responsibility of the adjoining property owner.

SUBAREA 2: Relocation of Apartment Residents.

In Going Canyon this alternative would involve relocation of residents as there is no feasible means of constructing a stable, aesthetically suitable sound barrier of sufficient height to be effective. Approximately 41 multi family units would be removed. All apartment residents would be relocated to other locations. The structures would be offered for sale and relocation or demolished. The vacant property on the south side of the Canyon would be purchased. Removal of the apartment buildings will allow for a pedestrian and bicycle path which can be widely separated from the street. Additional landscaping of the vacant areas would be provided. (See Figure 4.A and 4.B).

SUBAREA 3: Five Foot High Noise Wall on Bluff Top.

The wall would extend approximately 850 lineal feet. This strategy would be similar to that for Subarea 1. However, the most westerly residence would have no protective barrier since geotechnical (slope stability) factors eliminate any possibility of a stable wall for any continuous alignment through the backyard area. See Figure 4.A for alignment and Figure 5 for typical cross section.

SUBAREA 4: Construction of Six Foot High Wall Along Going Street/Relocation of Some Residents

A solid wall would be erected between Going Street and the nearest remaining residences after right of way acquisition. The wall would extend approximately 2310 lineal feet. Some minor amount of fill would be used to build the base of the structure in a more suitable position. Both sides of the wall would be landscaped with low growing native or introduced minimum maintenance vegetation. Maintenance of the wall and landscapings would be a city responsibility. Removal of 15 single family dwelling units along Going Street would be necessitated. All but one of the units is east of the pedestrian overcrossing. Colonial Street would be closed to Going Street. Operation of the pedestrian overcrossing would be unaffected. In addition, a continuous pedestrian and bicycle path would be provided on the north side of Going Street (between the wall and Going Street). As in the case of the walls discussed above for Subareas 1 and 3, the actual wall height and amount of

earth fill would vary depending on local terrain. Approximately 1300 cubic yards of earth fill would be needed. In general, the maximum amount of earth fill would be expected in the most easterly portion of this subarea, where the grade level of Going Street is nearest that of adjacent properties. Up to approximately four feet (in height) of earth fill might be needed there. See Figure 4.B for alignment and Figure 6 for a typical cross section.

SUBAREA 5: Construction of Six Foot Wall Atop Six Foot Berm/Relocation of Some Residents and Some Soundproofing

A berm with a two horizontal to one vertical slope would be constructed with imported earth fill. The top of this berm would consist of a level area of approximately three to four feet in cross sectional width that would serve as a footing for a solid wall of approximately six feet in height. The wall would extend approximately 1450 lineal feet. Approximately 4000 to 5000 cubic yards of earth fill would be required for the base of the wall. Landscaping would be installed on both sides of the earth berm consisting of native or introduced, low maintenance, low growing shrubbery. Maintenance of the wall and landscaping would be as described in Subarea 4. The wall would be integrated with the existing Blessed Sacrament Convent. This alternative would remove 19 dwelling units including two single family units, 11 multiple family units, and six units at the convent which would not be habitable although the building would remain. Montana Street would be closed to Going Street from the north and south. Maryland Street would have no left turns allowed to or from Going Street, and would be closed on the north. The fire station dormitory would receive minor soundproofing as described in Alternative C. See Figure 4.c for wall alignment and Figure 7 for the typical cross section.

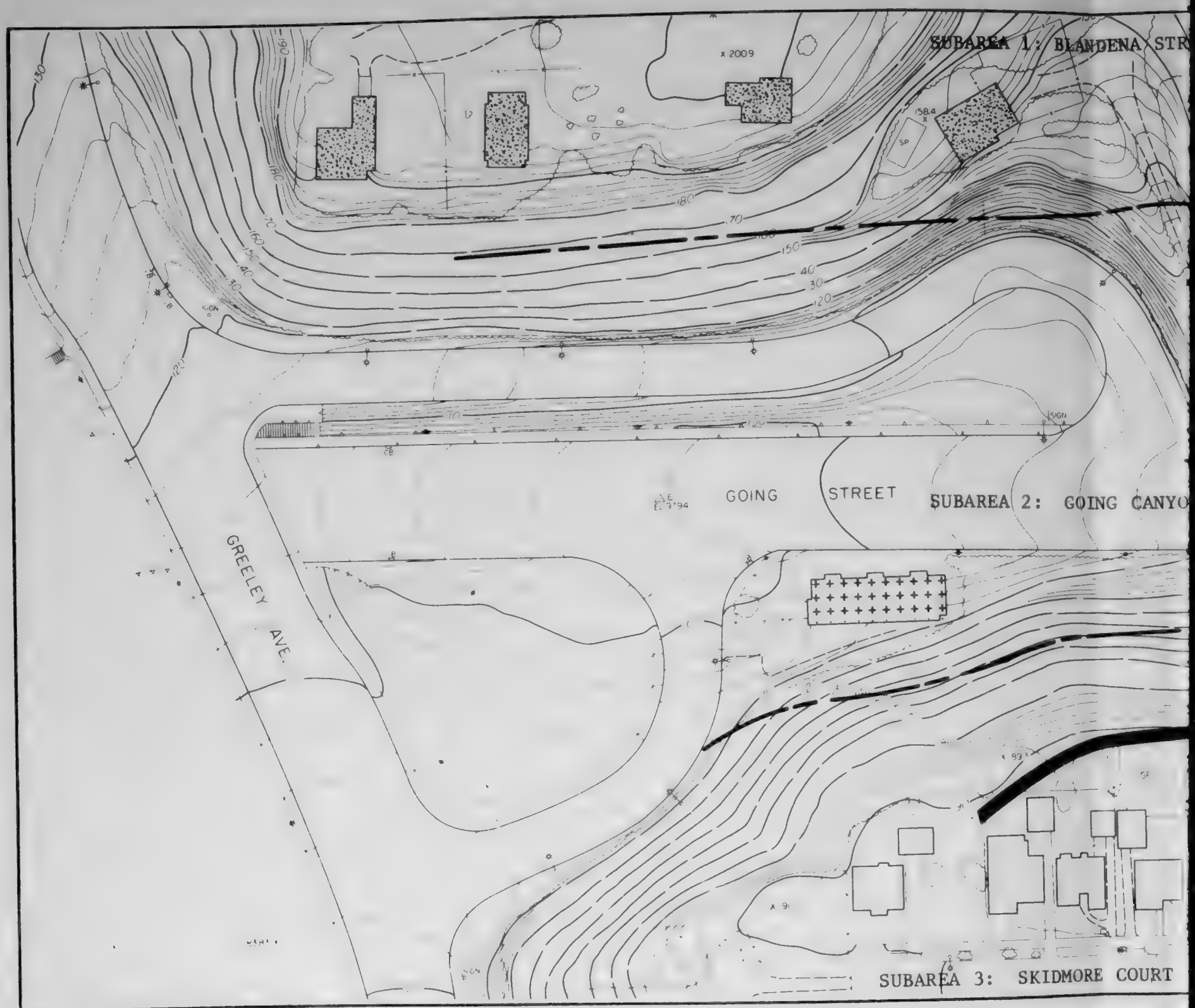
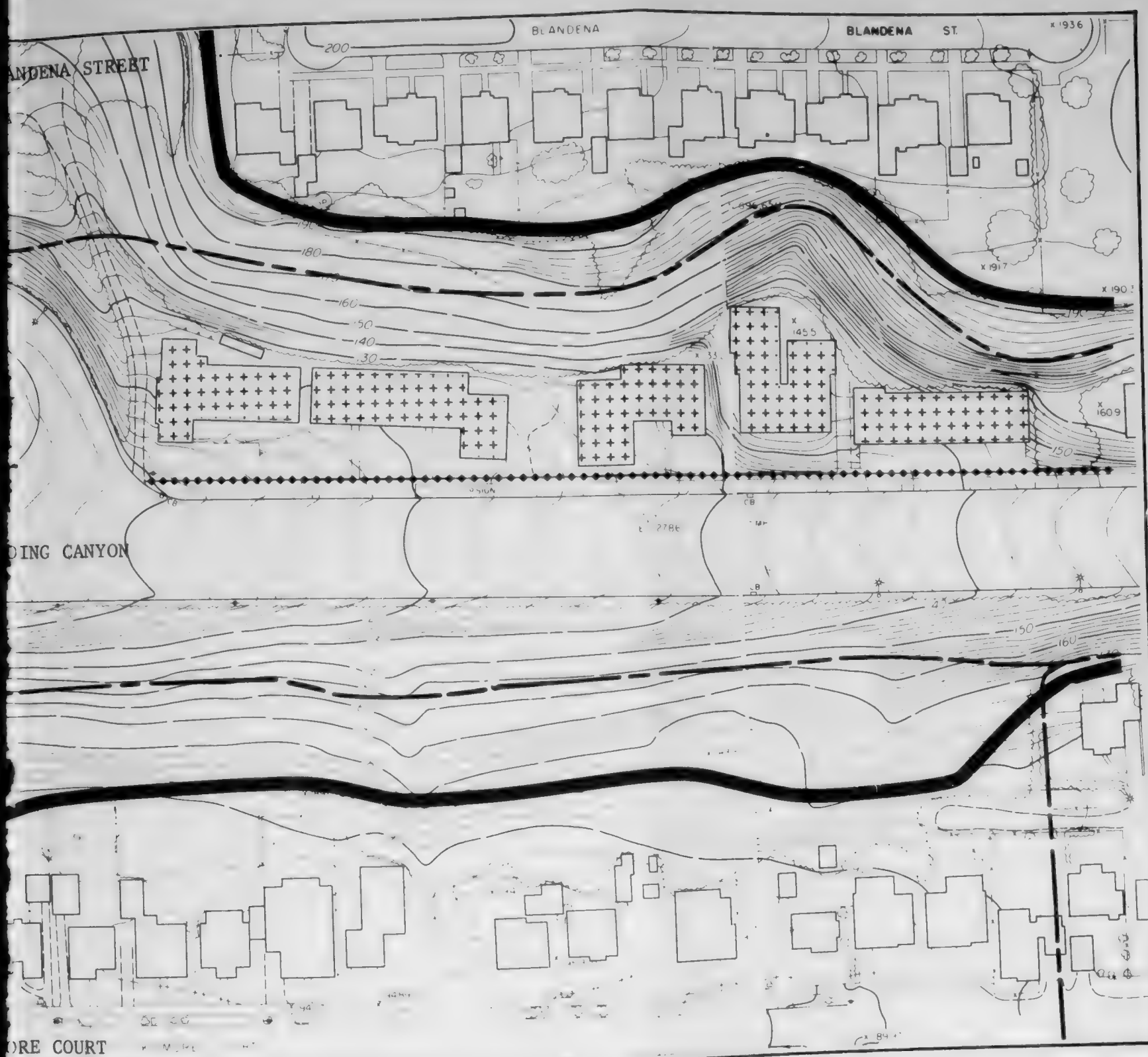


FIGURE 4.A ALTERNATIVE B: PROPOSED ALIGNMENT OF NOISE REMOVAL FOR SUBAREAS 1, 2, AND 3



RRIER
ocation)

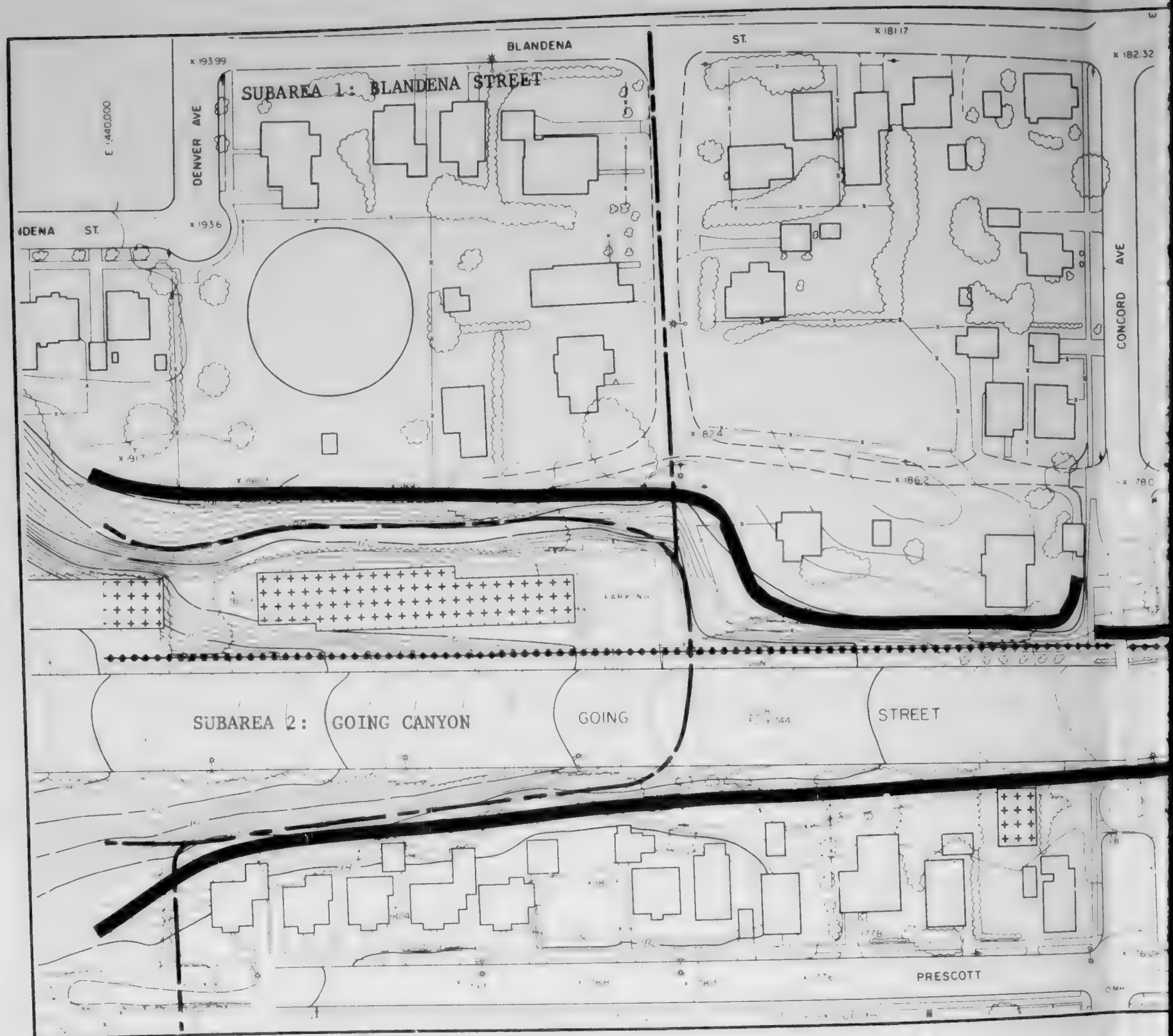
STRUCTURES TO BE SOUNDPROOFED (Minor)

STRUCTURES TO BE REMOVED

BIKEPATH

OF NOISE BARRIER AND ASSOCIATED HOUSING

4.A ALTERNATIVE B
(SUBAREAS 1, 2, and 3)



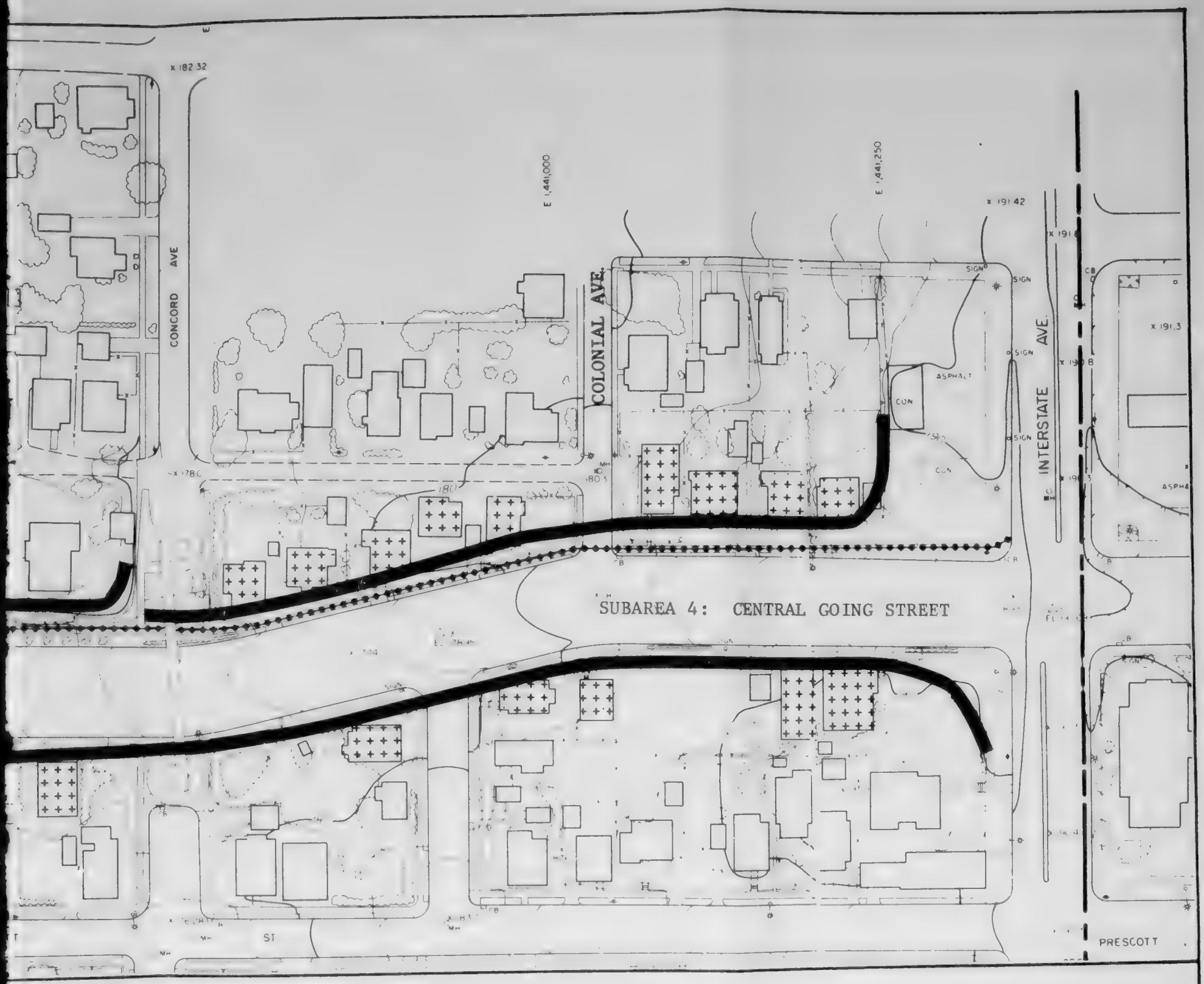
LEGEND

SUBAREA BOUNDARY

NOISE BARRIER (Approx. Location

SCALE 1"=100'

FIGURE 4.B ALTERNATIVE B: PROPOSED ALIGNMENT OF NOI
REMOVAL FOR SUBAREAS 1, 2, AND 4



SUBAREA 4: CENTRAL GOING STREET

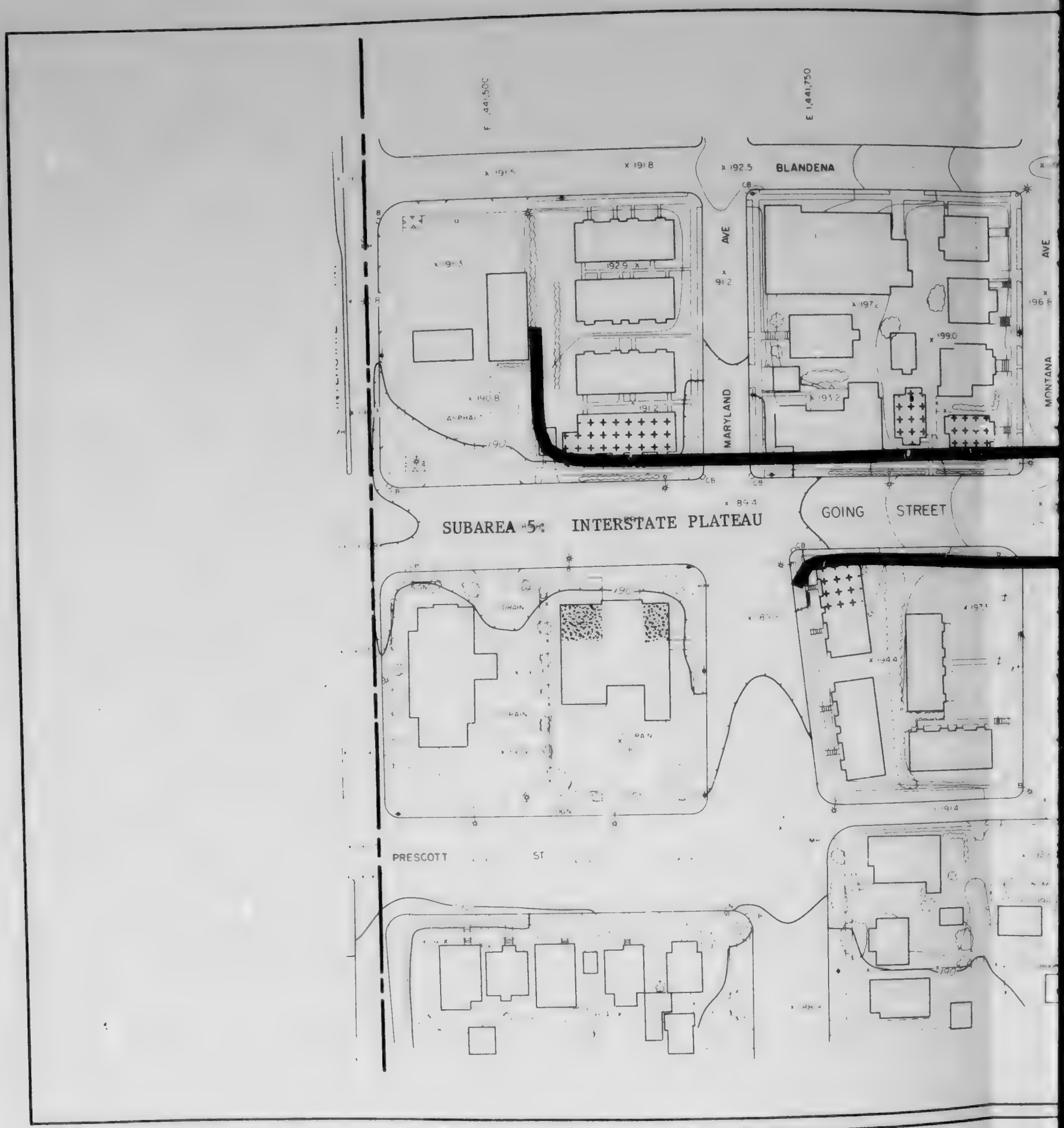
NOISE BARRIER (Approx. Location)

STRUCTURES TO BE REMOVED

BIKEPATH

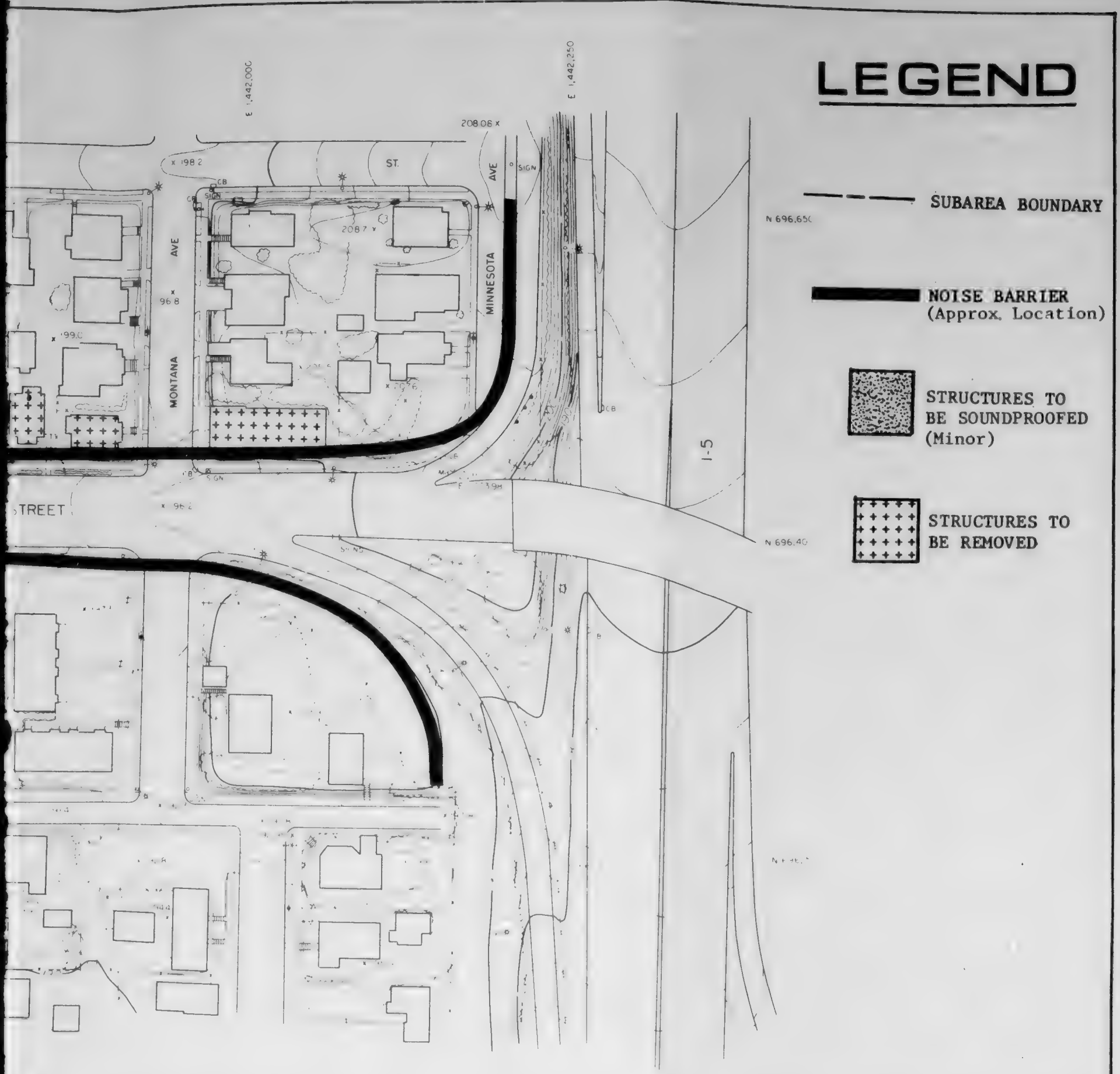
D ALIGNMENT OF NOISE BARRIER AND ASSOCIATED HOUSING
2, AND 4

4.B ALTERNATIVE B
(SUBAREAS 1, 2, and 4)



SCALE
1"=100'

FIGURE 4.C ALTERNATIVE B: PROPOSED ALIGNMENT OF NOIS
REMOVAL FOR SUBAREA 5



LEGEND

SUBAREA BOUNDARY

NOISE BARRIER (Approx. Location)

STRUCTURES TO BE SOUNDPROOFED (Minor)

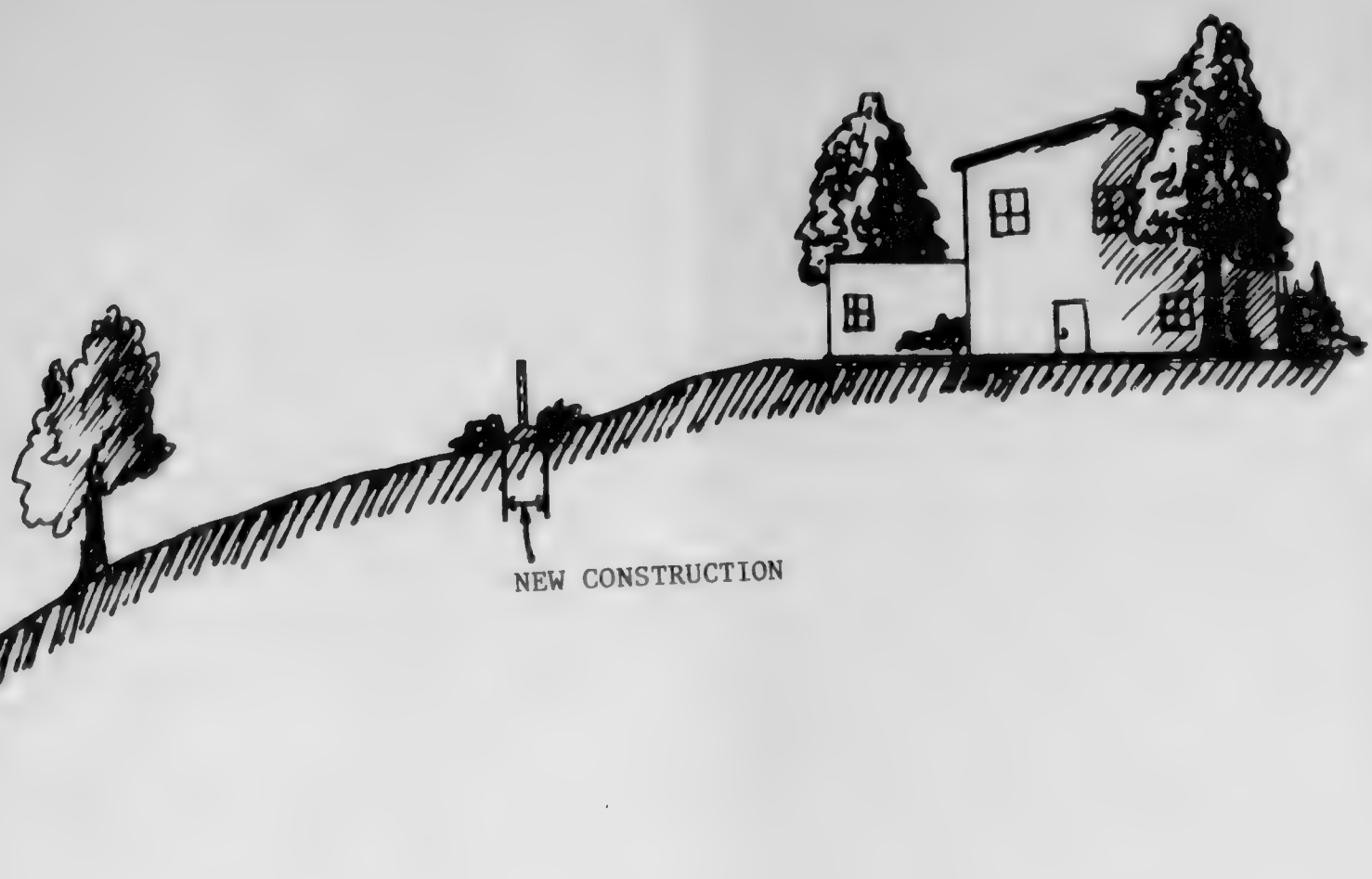
STRUCTURES TO BE REMOVED

LIGNMENT OF NOISE BARRIER AND ASSOCIATED HOUSING

4.C ALTERNATIVE B (SUBAREA 5)

SCALE
1"=20'

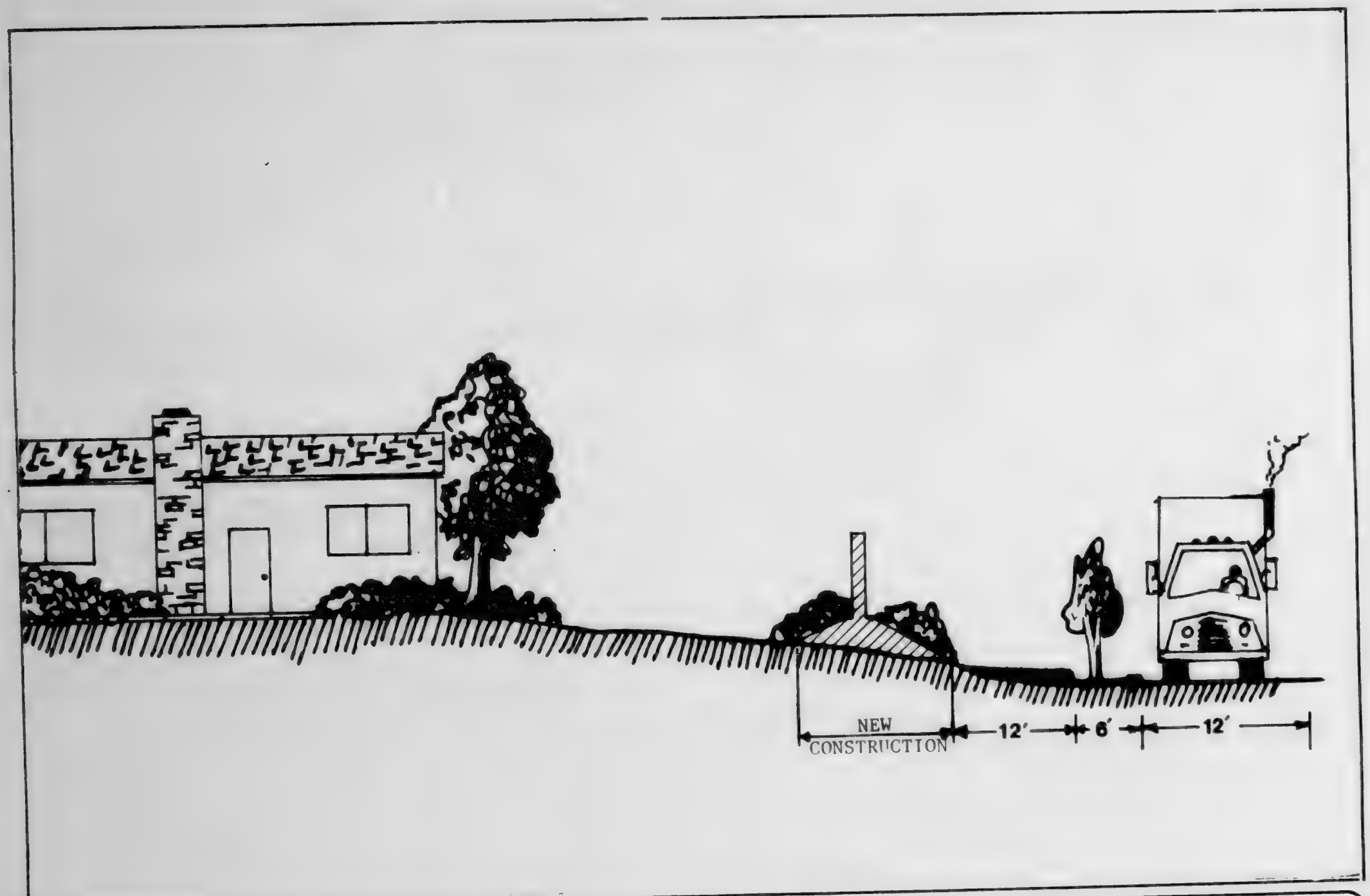
FIGURE 5. ALTERNATIVE B: TYPICAL CROSS SECTION FOR SI



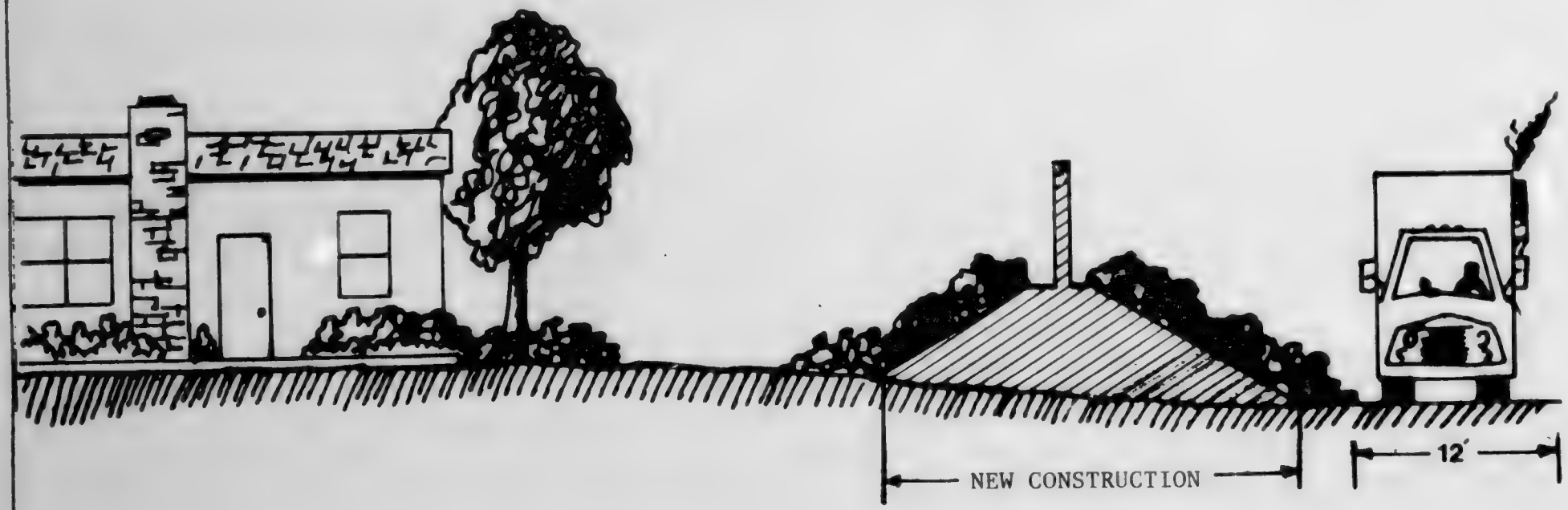
NEW CONSTRUCTION

SS SECTION FOR SUBAREA 1 AND 3

5. ALTERNATIVE B
CROSS SECTION
(SUBAREAS 1 and 3)



SCALE	FIGURE 6. ALTERNATIVE B: TYPICAL CROSS SECTION FOR SUBAREA 4 .
1" = 10'	



SCALE	FIGURE 7. ALTERNATIVE B: TYPICAL CROSS SECTION FOR SUBAREA 5
1" = 10'	

ALTERNATIVE C: SOUNDPROOFING

Alternative C is a soundproofing oriented strategy which is intended to provide acoustical protection primarily to the interior of structures in the study area. Except in Subarea 5 this alternative provides no exterior noise reduction. In addition with open windows this strategy would provide no significant protection. The soundproofing measures proposed do not include air conditioning because of the limited season in which it would be used and the high cost associated with installation makes it non cost effective. Figures 8 through 10, following the discussion of Alternative C, shows various soundproofing features. Implementation of the soundproofing Alternative would be voluntary. In this alternative, voluntary agreements would be reached between the city and residents with the city providing technical assistance and reimbursing the property owner.

SUBAREA 1: Minor Soundproofing of Single Family Residences on Bluff Top

Principal attention will be given to exterior building surfaces facing Going Street. Minor soundproofing measures which are recommended include installation of double glazed or storm windows, installation of storm doors, weatherstripping, or heavy duty caulking around all doors and windows which face Going Street, and minor reinforcement of construction around foundation and roof/wall interfaces which face Going Street. Final decisions on precise measures to be applied would need to be conducted on a house by house basis in order to insure suitable cost effectiveness (see Figure 8.A and 8.B and Figure 9). Approximately 17 single family residences would receive minor soundproofing.

SUBAREA 2: Major Soundproofing of Apartments/Relocation of Some Residents

Major soundproofing would generally include elimination of all window and door openings facing Going Street for the seven apartment buildings. In addition, windows facing both east and west as well as doors would be provided with storm type installations to provide better acoustic insulation. Reinforcement along the exterior wall/roof juncture facing Going Street in order to inhibit sound leakage would be needed. Additional weatherstripping and caulking would be provided on any remaining doors and windows facing east and west.

The resulting structures in some cases would not provide for an equivalent number of dwelling units because of diminished external lighting as well as loss of building entrance and egress. Approximately 13 dwelling units would be eliminated. Thus some residents would require relocation. It is envisioned that the interior of units could be reconfigured to permit maximum residential use compatible with the sealed exterior facing Going Street (see Figures 8.A, 8.B, and 10). In this alternative, the vacant land on the south side of Going Canyon would be purchased.

SUBAREA 3: Minor Soundproofing of Single Family Residences on Bluff Top.

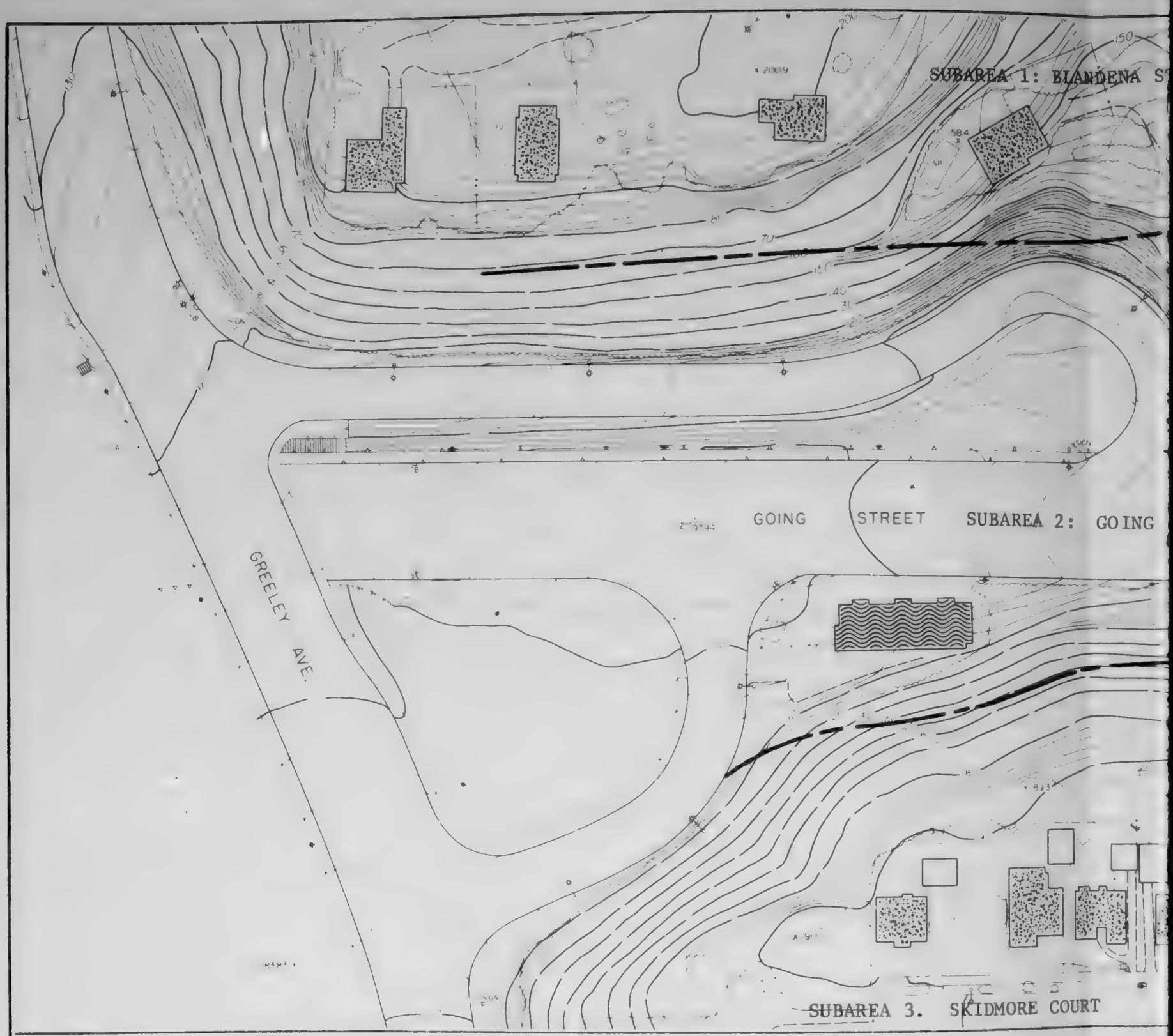
This strategy is similar to that described for Subarea 1 for this alternative (see Figures 8.A and 9). Approximately 15 dwelling units would receive minor soundproofing.

SUBAREA 4: Major and Minor Soundproofing of Residences

This alternative will provide for demolition of 15 single family units which front on Going Street as described in Alternative B. The exterior walls facing Going Street of those houses fronting on Prescott would need to be completely reinforced with closing of all window and door openings. Necessary door openings would need to be repositioned to the east or west side. In addition, doors or windows that face east or west would be replaced by either storm doors and windows or double glazed windows. Figure 8.B indicates which houses will require major or minor soundproofing. Approximately 17 units will receive major soundproofing and 22 units will receive minor soundproofing. See Figures 9 and 10 for typical views of soundproofing.

SUBAREA 5: Major Soundproofing of Structures

Major soundproofing under this alternative will provide for reconstruction of the building faces which front on Going Street. Windows and doors on the exterior walls facing Going Street will need to be permanently closed. It is estimated that the major soundproofing would result in elimination of approximately 8 dwelling units which includes the 6 units of the convent. Any such door openings may need to be repositioned to the east or west walls. In addition, doors or windows that face east or west would be replaced by either storm windows or doors or double glazed windows. An exception will



LEGEND

SUBAREA BOUNDARY

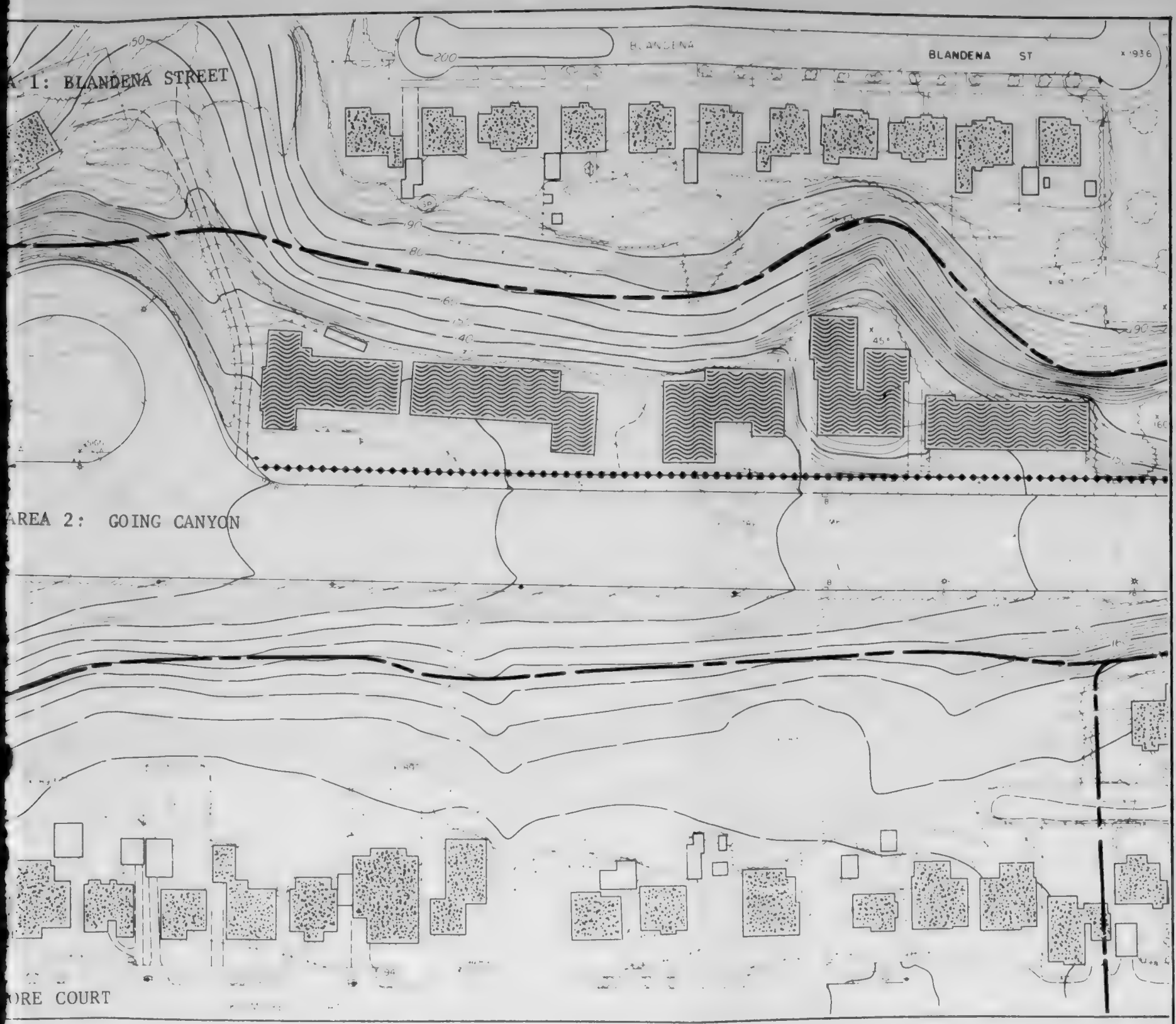
BIKEPATH

STRUCTURES TO BE SOUNDPROOFED (Minor)

N

SCALE
1"=100'

FIGURE 8.A ALTERNATIVE C: PROPOSED SOUNDPROOFING OF S
BARRIER AND HOUSING REMOVAL FOR SUBAREAS 1

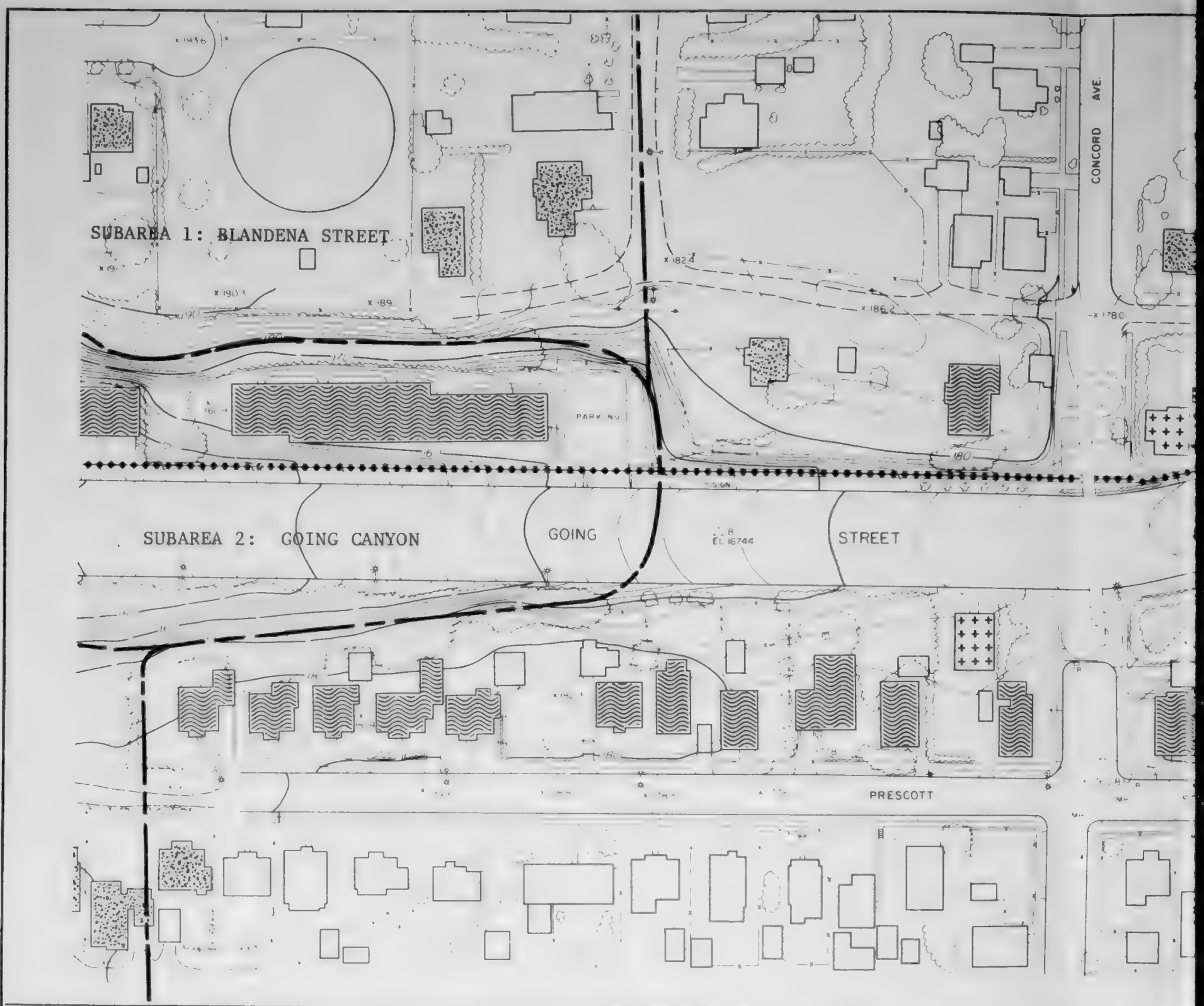


ES TO
ROOFED

STRUCTURES TO
BE SOUNDPROOFED
(Major)

NDPROOFING OF STRUCTURES AND PARTIAL NOISE
FOR SUBAREAS 1, 2, AND 3

8.A ALTERNATIVE C
(SUBAREAS 1, 2, and 3)



LEGEND

SUBAREA BOUNDARY

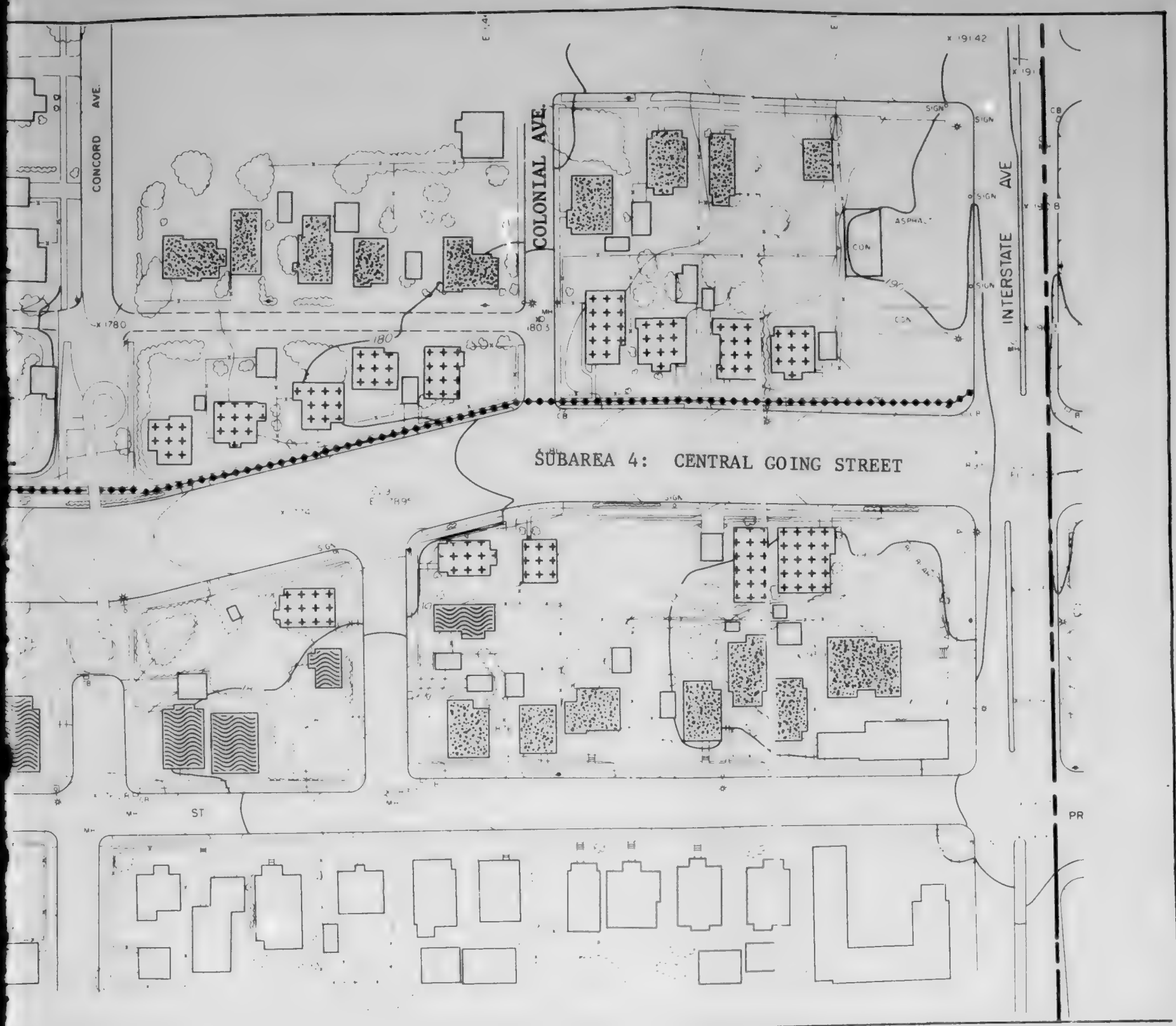
BIKEPATH

STRUCTURES TO BE SOUNDPROOFED (Minor)

N

SCALE
1"=100'

FIGURE 8.B ALTERNATIVE C: PROPOSED SOUNDPROOFING OF STRUC
BARRIER AND HOUSING REMOVAL FOR SUBAREAS 1, 2,



STRUCTURES TO BE SOUNDPROOFED (Minor)

STRUCTURES TO BE REMOVED

STRUCTURES TO BE SOUNDPROOFED (Major)

DPROOFING OF STRUCTURES AND PARTIAL NOISE
OR SUBAREAS 1, 2, AND 4

8.B ALTERNATIVE C (SUBAREAS 1, 2, and 4)

LEGEND

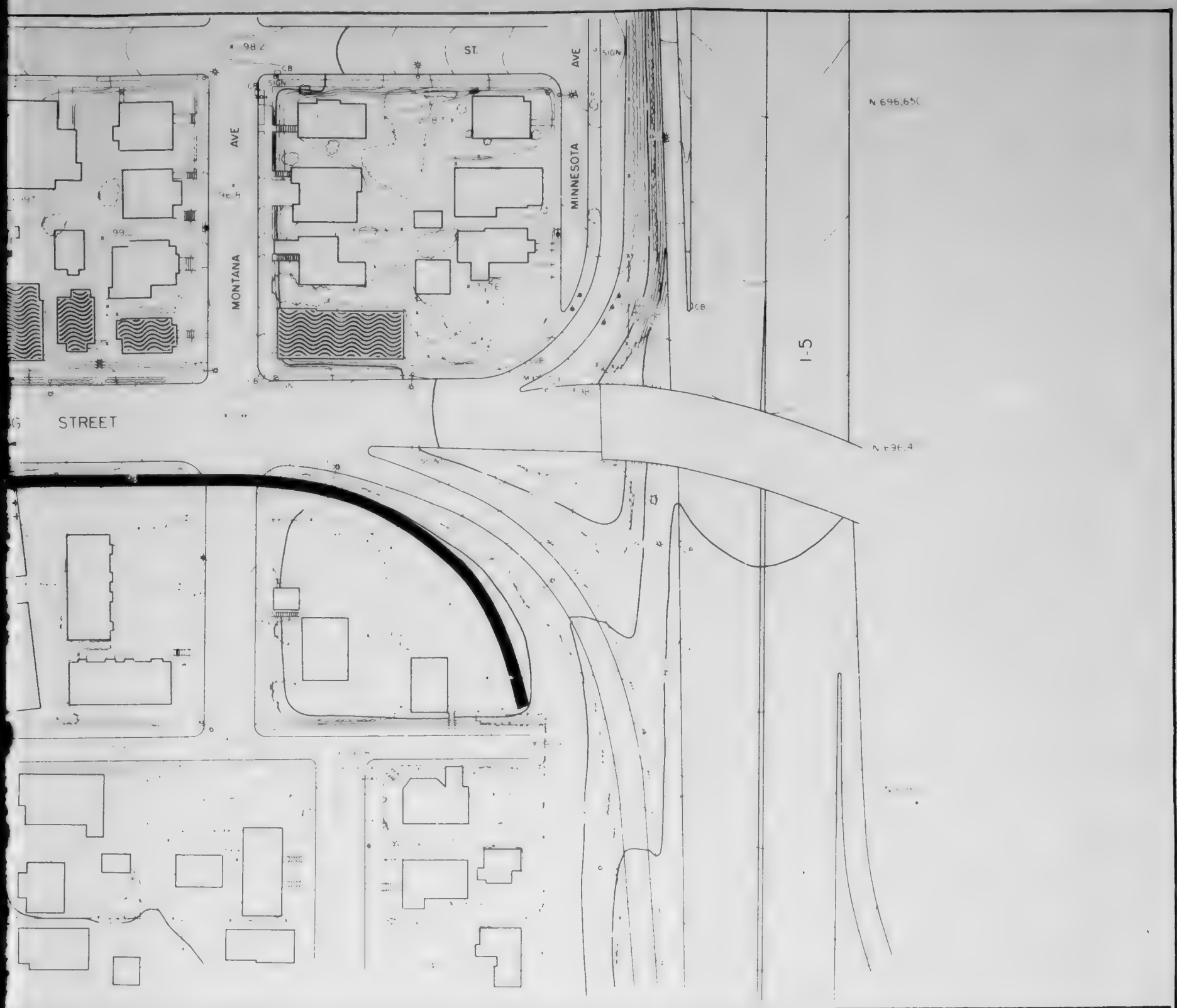
SUBAREA BOUNDARY

NOISE BARRIER (Approx. Location)

N

SCALE 1"=100'

FIGURE 8.C ALTERNATIVE C: PROPOSED SOUNDPROOFING OF ST
BARRIER AND HOUSING REMOVAL FOR SUBAREA 5



BARRIER
Location)

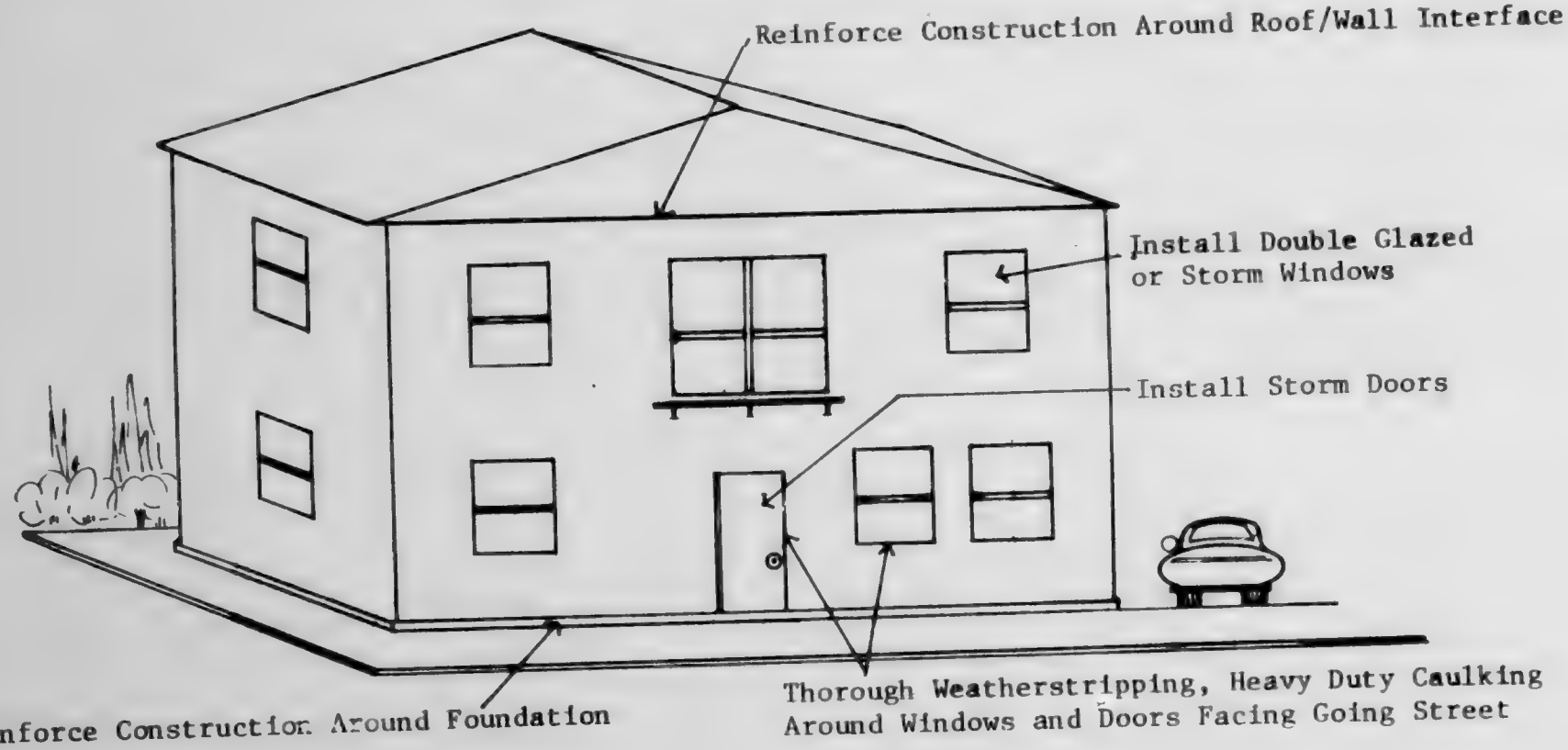
STRUCTURES TO BE SOUNDPROOFED (Minor)

STRUCTURES TO BE REMOVED

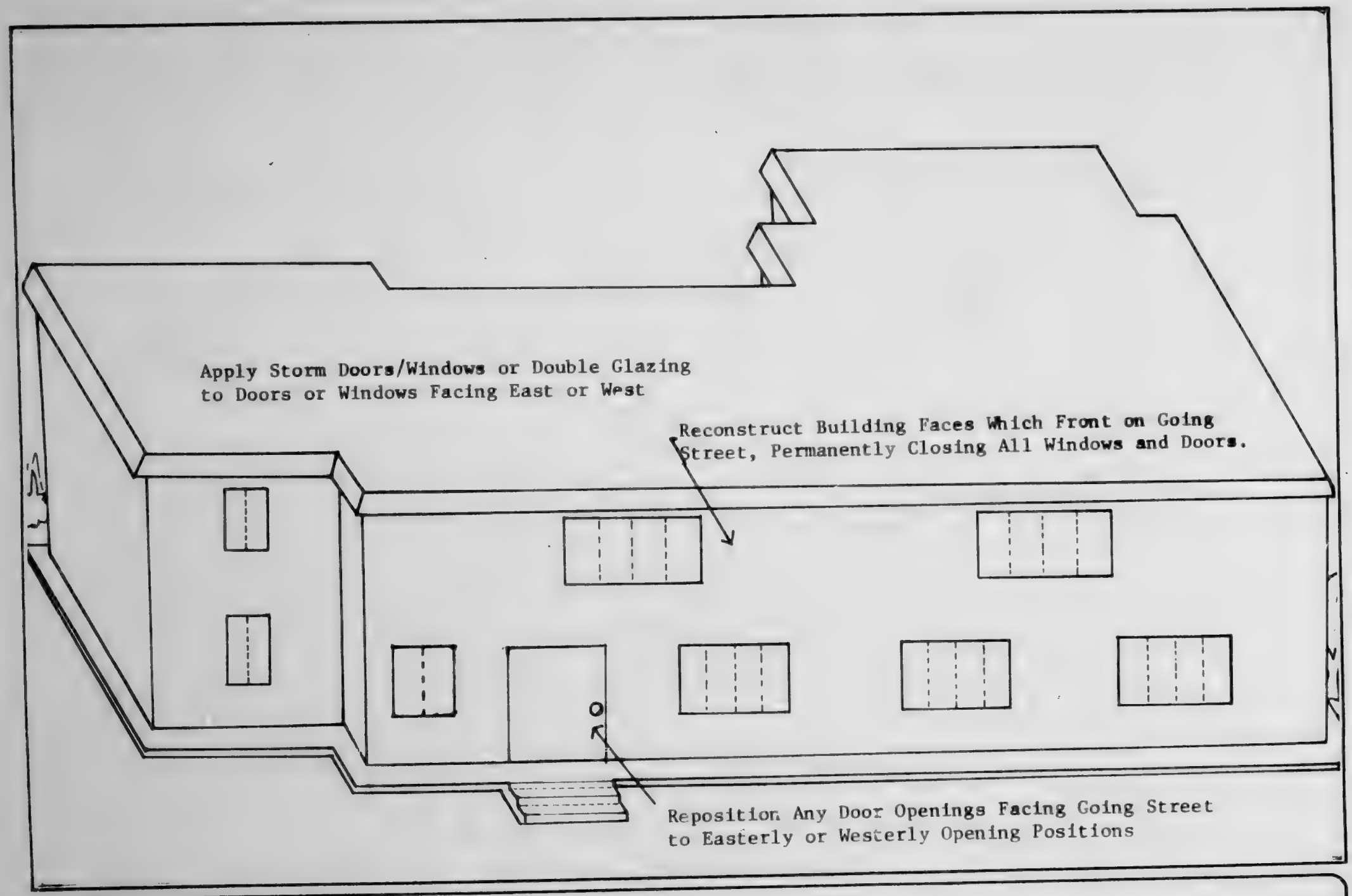
STRUCTURES TO BE SOUNDPROOFED (Major)

NDPROOFING OF STRUCTURES AND PARTIAL NOISE
OR SUBAREA 5

8.C ALTERNATIVE C (SUBAREA 5)


Reinforce Construction Around Roof/Wall Interface
Install Double Glazed or Storm Windows
Install Storm Doors
Reinforce Construction Around Foundation
Thorough Weatherstripping, Heavy Duty Caulking Around Windows and Doors Facing Going Street

SCALE 1" = 10'	FIGURE 9. TYPICAL VIEW OF MINOR SOUNDPROOFING OF STRUCTURES


Apply Storm Doors/Windows or Double Glazing
to Doors or Windows Facing East or West
Reconstruct Building Faces Which Front on Going
Street, Permanently Closing All Windows and Doors.
Reposition Any Door Openings Facing Going Street
to Easterly or Westerly Opening Positions

SCALE 1" = 10'	FIGURE 10. TYPICAL VIEW OF MAJOR SOUNDPROOFING OF STRUCTURES

be made for the fire station which will receive minor soundproofing as requested by the City of Portland. Sound insulation and air conditioning will be provided for all sleeping areas in the fire station (Dotterrer, 1978). On the south side of Going Street the walls and berms will be constructed as described in Alternative B (see Figure 8.C).

ALTERNATIVE D: NONSTRUCTURAL STRATEGY

This nonstructural alternative would include resurfacing the entire length of Going Street in the study area to provide a new surface which would generate minimum tire/surface noise emissions consistent with vehicle safety and which would eliminate most of the mechanical jostling associated with large trucks. The surfacing used should in no case be of chip seal composition, since that type of pavement generates maximum noise emissions. In addition, this program should be instituted with a commitment of frequent follow up surface maintenance to insure that any potholes or crevices in the pavement are filled quickly, and that regular repaving of the entire portion of Going Street through this subarea be performed approximately every five years. This measure would include the limitation of downhill truck speeds, and the installation of an acoustic monitoring system that would operate in an unattended manner and allow follow up observation of the program's effectiveness. The monitoring system would provide statistical data regarding the times of day and magnitude of intruding noise. It would also provide sufficient information to determine what type (if any) of legal enforcement of truck noise regulations would be cost effective.

Alternative D also includes minor modifications of curb locations on Going Street. These modifications would prevent excess truck overruns of the curb, a highly obtrusive noise source. The northwest and southwest quadrants of the Going/Interstate intersection would have curbs trimmed back and rounded to facilitate respective right turning movement of trucks. The curb on the south side of Going Street 250 to 350 feet west of Interstate would be realigned to permit easier use by trucks.

OTHER ALTERNATIVES CONSIDERED

Throughout the history of this project, other alternatives have been considered and eliminated because of infeasibility and public opposition to the alternatives. These other alternatives include alternate land uses in the Going Street corridor, grade modification on Going Street, and alternate methods to provide access to Swan Island, which is discussed in the Swan Island Transportation Access Draft EIS.

As previously explained the preservation of residential character of the Overlook Neighborhood is considered to be a long term planning objective; other land uses on Going Street have been generally considered and eliminated for several reasons, as described below.

One possibility would be to maintain the residential character and to build courtyard houses the full length of Going Street, facing onto Going Court and/or Prescott Street. Courtyard houses would be one story with solid exterior walls, built on or near the property lines, which would serve as sound barriers. The rooms of each house would open onto an open, interior courtyard. This alternative would generally reduce the noise problem but would require redevelopment along the entire length of Going Street and would introduce a form of housing which is virtually unknown in this region. The topography of the area is also not conducive to this housing form (City of Portland, 1978).

Another alternative would be to encourage alternative, limited industrial uses (light manufacturing and warehousing, for example) on Going Street. To insure that the desired continuous noise barrier was achieved, design control would be necessary. Design regulations could require a continuous wall along Going Street and also mitigate the industrial character of the development where it faced adjacent residential uses. Even under the best of circumstances, however, this alternative would introduce additional non local traffic, including some trucks, on local streets. Finally, the present lots along Going are relatively shallow, limiting their usefulness for industrial development. In the area between I-5 and Interstate Avenue from Going to Skidmore, redevelopment by replatting and urban renewal would make this alternative physically possible. The financial feasibility has not been examined, however (City of Portland, 1978).

Another alternative would be offices, commercial, and enclosed recreational uses. These uses would be similar in many ways to industrial, although they would attract fewer truck trips and far more automobile trips. As with industrial, there would be a change in scale and character from the present residential uses of these local streets.

One of the possibilities considered under the nonstructural alternative was increasing the grade on Going Street just east of Greeley Avenue so that the grade could be decreased as it passed in front of the apartments. This possibility was discarded because of the high cost, $900,000, and the small reduction in noise, two to three dBA maximum.

1.5 SUMMARY OF RESPONSES TO DRAFT EIS

Sections 8, 9, and 10 of this report contain the detailed contents and responses to the comments received on the Going Street Noise Mitigation Project and Draft EIS. The responses are summarized as follows:

Public Agency Comments

No comments were received from public agencies which required major changes in the Draft EIS. The public agency comments received on the Draft EIS addressed noise, energy, and 4(f) involvement and have been responded to in Section 9. The agencies which took a position on the project generally favored Alternative B. The Selected Combination Alternative incorporated the most effective noise reduction measures in Alternative B.

Public Hearing Comments and Letters

The comments received at the public hearings were extremely diverse. Persons totally opposed to the project tended to have two main reasons: 1) some favored an alternative access to Swan Island; 2) others opposed the project because of the cost. Persons who favored the project generally favored the Selected Combination Alternative. Residents in Subareas 1 and 3 favored the soundproofing instead of the noise barrier. Some of the residents in Subarea 2, the area involving the greatest amount of relocation, favored removal of the apartment buildings. Others did not favor the relocation action. In Subarea 4, most of the residents favored the actions in the Selected Combination Alternative. In Subarea 5, not all residents favored the project, but those that did generally supported the Selected Alternative. Most of the hearing comments received and citizens letters were on the project itself and not the contents of the EIS.

1.6 PROJECT SELECTION AND DESCRIPTION OF SELECTED COMBINATION ALTERNATIVE

Section 1.10 describes the public involvement process used to develop the Selected Combination Alternative. The Selected Combination Alternative, which combines portions of Alternative B and Alternative C, was derived based on input from the Citizen's Advisory Committee, the Technical Advisory Committee, the public hearings, reviewing departments of the City of Portland, reviewing public agencies, Going Street neighborhood residents, and the general public.

SELECTED COMBINATION ALTERNATIVE: A COMBINATION OF ALTERNATIVES B AND C

The Selected Combination Alternative includes portions of Alternative B and Alternative C. Basically it includes the noise wall and berm strategies of Alternative B in Subareas 2, 4, 5 and the minor soundproofing strategies of of Alternative B in Subareas 1 and 3. Figure 10.A depicts the characteristics of the Selected Combination Alternative which are described below.

SUBAREA 1: Minor Soundproofing of Single Family Residences on Bluff Top

Principal attention will be given to exterior building surfaces facing Going Street. Minor soundproofing measures which are recommended include installation of double glazed or storm windows, installation of storm doors, weatherstripping, or heavy duty caulking around all doors and windows which face Going Street, and minor reinforcement of construction around foundation and roof/wall interfaces which face Going Street. Final decisions on precise measures to be applied would need to be conducted on a house by house basis in order to insure suitable cost effectiveness (see Figure 10.A and Figure 9). Approximately 17 single family residences would receive minor soundproofing.

SUBAREA 2: Relocation of Apartment Residents.

In Going Canyon this alternative would involve relocation of residents as there is no feasible means of constructing a stable, aesthetically suitable sound barrier of sufficient height to be effective. Approximately 41 multi family units would be removed. All apartment residents would be relocated to other locations. The structures would be offered for sale and relocation or demolished. The vacant property on the south side of the Canyon would be purchased. Removal of the apartment buildings will allow for a pedestrian

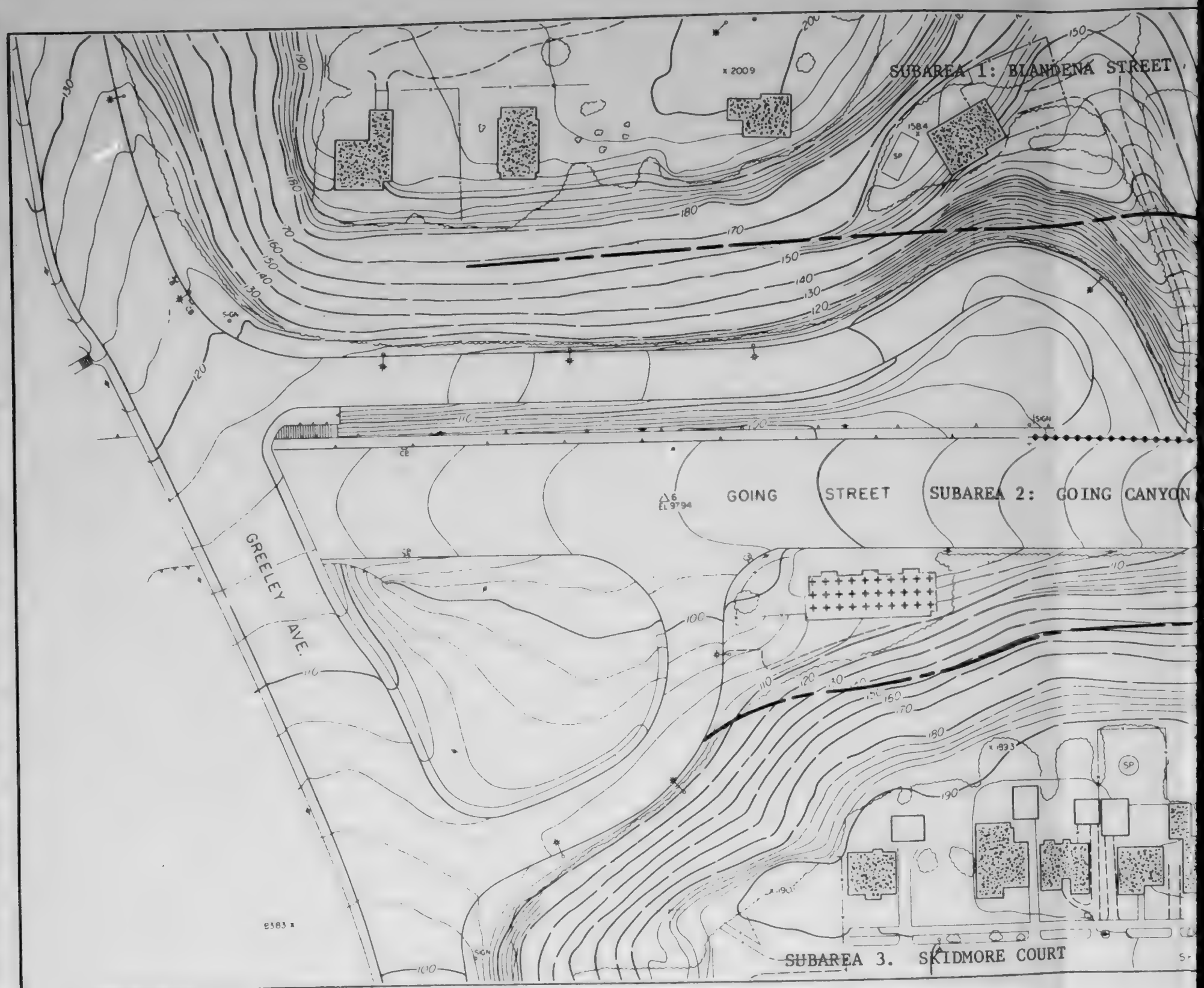
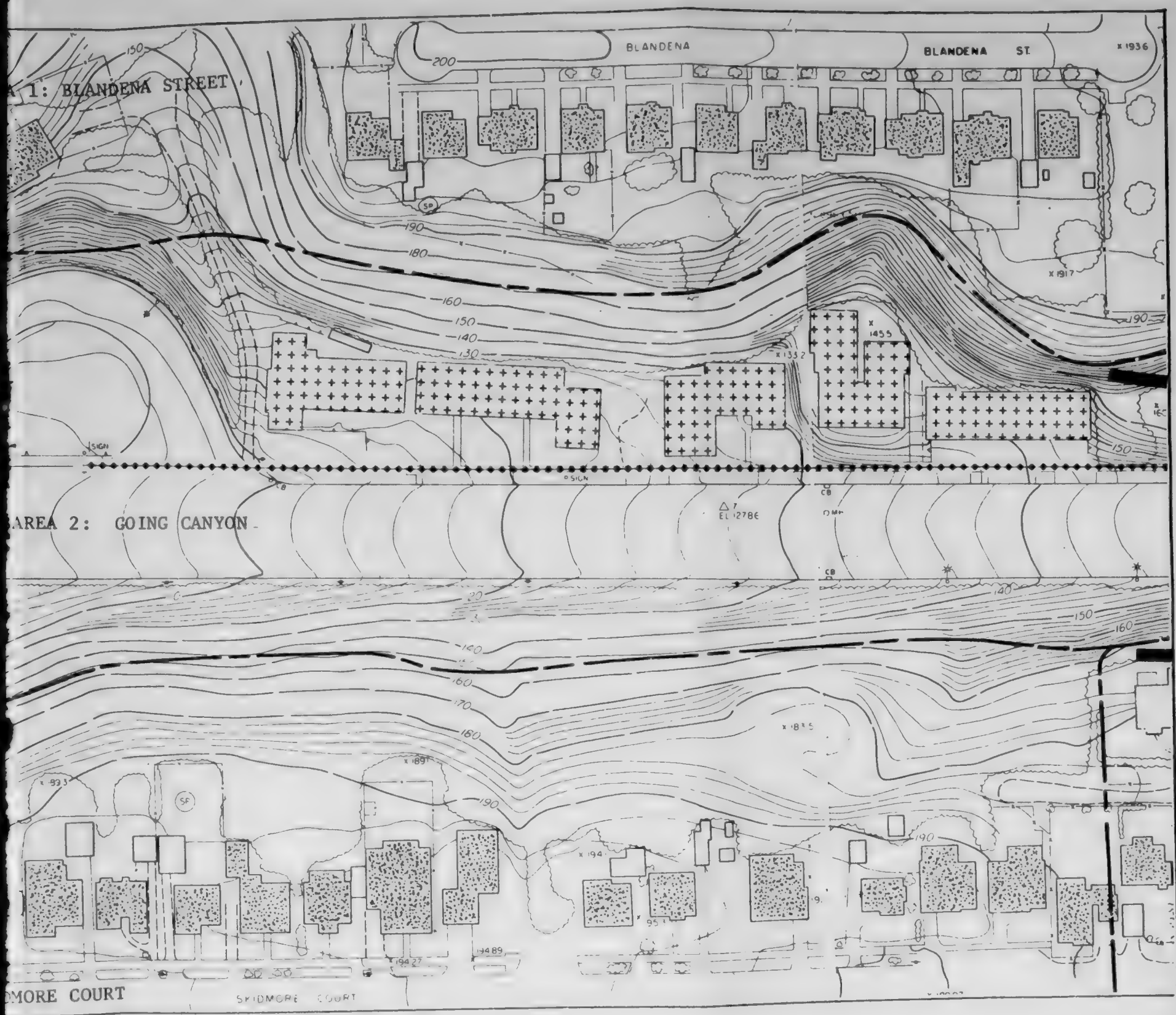


FIGURE 10.A. SELECTED COMBINED ALTERNATIVE FOR SUBAREAS 1, 2, AND 3



RES TO
DPROOFED

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BE REMOVED

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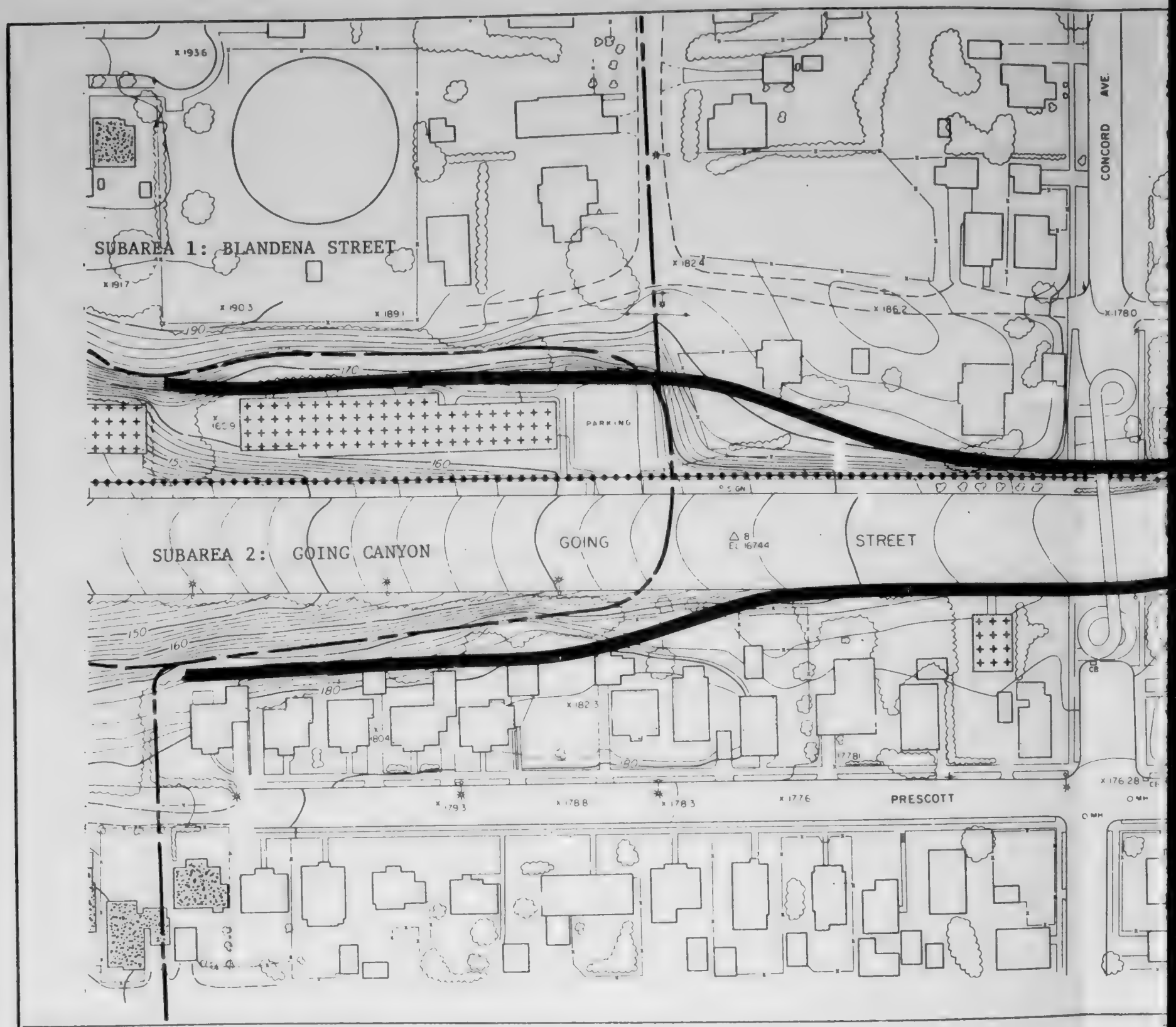
ND 3

10.A SELECTED ALTERNATIVE
(SUBAREA 1, 2, AND 3)



LEGEND

SUBAREA BOUNDARY

BIKEPATH

NOISE BARRIER
(Approx. Location)

STRUCTURES TO BE SOUNDPROOFED (Minor)

N

SCALE
1"=100'

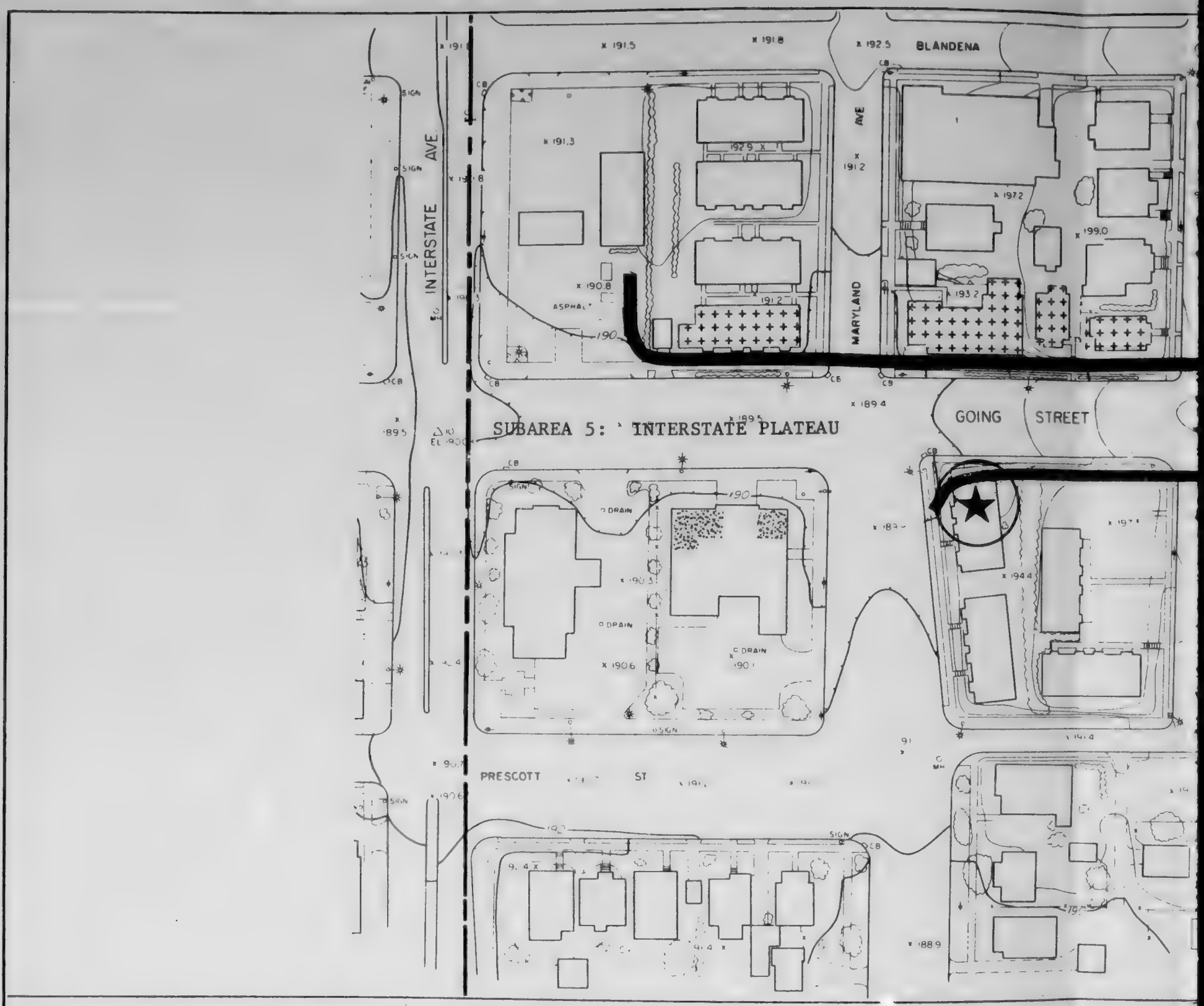
FIGURE 10.A. SLECTED COMBINED ALTERNATIVE FOR SUBAREAS 1, 2, AND 4

STRUCTURES TO BE SOUNDPROOFED (Minor)

STRUCTURES TO BE REMOVED

RNATIVE
) 4

10.A SELECTED ALTERNATIVE (SUBAREA 1, 2, AND 4)



LEGEND

SUBAREA BOUNDARY

NOISE BARRIER
(Approx. Location)

SCALE
1"=100'

FIGURE 10.A. SELECTED COMBINED ALTERNATIVE FOR SUBAREA 5

SE BARRIER
rox. Location)

STRUCTURES TO BE SOUNDPROOFED (Minor)

STRUCTURES TO BE REMOVED

POSSIBLE BUILDING AS BARRIER

ALTERNATIVE

10.A SELECTED ALTERNATIVE (SUBAREA 5)

and bicycle path which can be widely separated from the street. Additional landscaping of the vacant areas would be provided.

SUBAREA 3: Minor Soundproofing of Single Family Residences on Bluff Top.

This strategy is similar to that described for Subarea 1 for this alternative. Approximately 15 dwelling units would receive minor soundproofing.

SUBAREA 4: Construction of Six Foot High Wall Along Going Street/Relocation of Some Residents

A solid wall would be erected between Going Street and the nearest remaining residences after right of way acquisition. The wall would extend approximately 2310 lineal feet. Some minor amount of fill would be used to build the base of the structure in a more suitable position. Both sides of the wall would be landscaped with low growing native or introduced minimum maintenance vegetation. Maintenance of the wall and landscaping would be a city responsibility. Removal of 15 single family dwelling units along Going Street would be necessitated. All but one of the units is east of the pedestrian overcrossing. Colonial Street would be closed to Going Street. Access to the pedestrian overpass would be provided on the north side of Going Street (between the wall and Going Street). The actual wall height and amount of earth fill would vary depending on local terrain. Approximately 1300 cubic yards of earth fill would be needed. In general, the maximum amount of earth fill would be expected in the most easterly portion of this subarea, where the grade level of Going Street is nearest that of adjacent properties. Up to approximately four feet (in height) of earth fill might be needed there. See Figure 10.A for alignment and Figure 6 for a typical cross section.

SUBAREA 5: Construction of Six Foot Wall Atop Six Foot Berm/Relocation of Some Residents and Some Soundproofing

A berm with a two horizontal to one vertical slope would be constructed with imported earth fill. The top of this berm would consist of a level area of approximately three to four feet in cross sectional width that would serve as a footing for a solid wall of approximately six feet in height. The wall would extend approximately 1450 lineal feet. Approximately 4000 to 5000 cubic yards of earth fill would be required for the base of the wall. Landscaping would

be installed on both sides of the earth berm consisting of native or introduced low maintenance, low growing shrubbery. Maintenance of the wall and landscaping facing Going Street would be the responsibility of the city. Landscaping behind the wall would be the adjacent property owner's responsibility. This alternative is similar to Alternative B for Subarea 5 with the following exceptions: the Blessed Sacrament Convent would be removed and a noise wall and berm constructed; the structure at the northeast corner of Montana Avenue and Going Street would be integrated with the noise wall; and the structure at the southeast corner of Maryland Avenue and Going Street would be integrated with the noise wall. This alternative would remove 13 dwelling units including two single family units, 5 multiple family units, and six units at the convent. Montana Avenue would be closed to Going Street from the north and south. Maryland Avenue would have no left turns allowed to or from Going Street, and would be closed on the north. The fire station dormitory would receive minor soundproofing as described in Alternative C. See Figure 10.A for wall alignment and Figure - for the typical cross section.

1.7 CONSTRUCTION REQUIREMENTS OF ALTERNATIVES

Detailed construction methods and materials will be determined during final engineering design consultation with affected area residents. For the purposes of cost estimates, however, certain conceptual design assumptions were made in this analysis. For the Selected Alternative and Alternative B, the noise barrier was assumed to be either surfaced concrete block or textured concrete tilt up panels, with wood trim. Landscaped areas in the Selected Alternative would be provided in a planted strip between Going Street and a pedestrian bicycle path on the north side of the street between Greeley and Interstate Avenues, and also in vacant areas and areas adjacent to the wall itself.

In the Selected Alternative and Alternative C, minor soundproofing construction requirements would be as described in Section 1.4. For Alternative D a new overlay of Going Street would be applied to the entire street length. Curbs would be redesigned to eliminate jarring mechanical acoustic emissions when trucks overrun curbing. Curbs would be set back at the intersection of Going and

Interstate Avenue and in the vicinity of Colonial Avenue as described in Section 1.4. A vital part of the nonstructural alternative is installation of a permanent acoustical monitoring station to gather very detailed information on truck noise intrusion. Such a data base would be essential to provide guidance for any effective enforcement or cooperative program on truck noise reduction. This monitoring station could operate in an unattended fashion for 24 hours a day. The Selected Combination Alternative includes the curb realignments for Alternative D above.

1.8 INTERRELATIONSHPS WITH OTHER PROJECTS

The Going Street Noise Mitigation Project is one part of an overall strategy for the development of the Swan Island area which has been adopted by the City of Portland, the Port of Portland and TRI-MET. This strategy also includes the following six elements: 1. Improved access capacity for trucks and autos to Swan Island. The Swan Island transportation Access Projects (Basin/Going and Greeley/I-5), currently in EIS preparation, are intended to provide this capacity increase. 2. A program of short and long term transit improvements, both capital and operational, to reduce peak hour traffic volumes to and from Swan Island. The first phase of these improvements began operation in January 1979. 3. A land use and transportation study of the currently vacant areas of Swan Island to determine which uses will provide high employment levels and low truck trip generation. 4. A program of job training and placement to insure that a significant percentage of new jobs on the Island are filled by unemployed or underemployed individuals. 5. Coordination of access and transit improvements for Swan Island with those in adjacent industrial districts through an Industrial Access Study. 6. Rescheduling of Port land development programs to fit with expected access improvements. The full text of this Swan Island Planning Program is included in the Technical Report.

1.9 PROJECT SCHEDULE

The Environmental Impact Statement is scheduled to be certified in July, 1979. The final project design work could then begin. The design work and city, state, and federal approvals would take until early 1980. Property acquisi-

tion and relocation of residents could then begin. Construction could begin early 1981 and the project could be completed by early 1982 (Dotterrer, 1978). Construction funding for the Going Street project is expected to come from the federal Economic Development Administration (Dotterrer, 1979).

1.10 PROJECT COORDINATION AND PUBLIC INVOLVEMENT

The Technical Advisory Committee (TAC), comprised of representatives from interested federal, state and local agencies (with engineering and planning experience) is the principal group through which the City of Portland and the Oregon Department of Transportation (ODOT) coordinates with other agencies on the proposed project. Members of the TAC, appointed by ODOT with the approval of the city and county are listed in the summary section of this report.

The first meeting of the TAC committee was held in November, 1978, to discuss various aspects of the project's schedule, proposed alternatives and environmental assessment. Subsequent meetings of the committee have occurred about once every six weeks since this date.Consultation by the city with agencies other than those represented on the TAC has occurred throughout the project as necessary.

The initial citizen involvement regarding this project began with the Swan Island Task Force. In addition, the Overlook neighborhood has an active group of residents who participate in community events. As an element of the citizen involvement program, specifically for this project, a Citizen's Advisory Committee (CAC) was formed to serve as a project review and commentary group. The CAC consists of a representative from each subarea and a representative at large. This committee is comprised of individuals who live, work or own property within the study area. A list of members of the CAC is found in the summary of this report. Three CAC meetings were held in November and December, 1978 and January, 1979 to obtain CAC input into the development of the alternatives evaluated in this EIS. In addition, two general public meetings for the community were held to discuss the proposed project. The primary purpose of the meetings was to seek local input prior to completion of the Draft EIS

Following the circulation of the Draft EIS in March, 1979, the following meetings were held: April 17, 1979, Blessed Heart Sacrament Parish Committee; April 18, 1979, City of Portland Noise Review Board; April 26, 1976, Open House at Beach School; May 2, 1979, Technical Advisory Committee; May 2, 1979, Citizens Advisory Committee; and May 4, 1979, the Swan Island Task Force. In addition, on April 25, 1979, a public hearing was held at Beach School and at the Portland City Council on May 24, 1979. The City Council of Portland adopted the Selected Combination Alternative. This Final EIS discusses the selected alternative.

2. SUMMARY COMPARISON OF THE PROJECT ALTERNATIVES

The following Table 1 provides a comparative summary of the project alternatives. The comparison is an analysis of future impacts assuming present conditions as a baseline.

TABLE 1. SUMMARY COMPARISON OF PROJECT ALTERNATIVES

	ALTERNATIVE A (NO BUILD)	ALTERNATIVE B (NOISE BARRIER)	ALTERNATIVE C (SOUNDPROOF)	ALTERNATIVE D (NON STRUCTURAL)	SELECTED COMBINATION ALTERNATIVE
LAND USE					
Consistency with City of Portland Swan Island Planning Program	Partially consistent	Partially consistent	Partially consistent	Partially consistent	Partially consistent
Impact on Overlook residential neighborhood	Residential uses will remain	Removes 75 dwelling units; remaining residences improved	Removes 36 dwelling units;	Residential uses will remain	Removes 69-75 dwelling units, of which 17 are single family and 52-58 are multiple family
Impact on vacant land	No impact	Minor disruption of vacant land; purchase of major vacant land	Minor impact; purchase of vacant land	No impact	Minor disruption of vacant land; purchase of major vacant land
TRAFFIC AND TRANSPORTATION					
Transportation Network	No impact	Slight impacts to local circulation by street closures	Slight impacts to local streets by street closure and turning prohibition	Very slight impacts to streets by turning prohibition	Slight impacts to local streets by street closure and turning prohibition
Traffic Volumes and levels of Service	No impact	No significant changes	No significant changes	No significant changes	No significant changes
Temporary construction impacts	No impact	Possible interruptions of Going St. traffic in Subareas 4 and 5	Possible interruptions of Going St. traffic in Subarea 5	Temporary closure of lanes on Going St. and reduced traffic service	Possible interruptions of Going St. traffic in Subareas 4 and 5
Accident Record	No impact	Reduced accidents on Going Street	Reduced accidents on Going Street	Reduced accidents on Going Street	Reduced accidents on Going Street
Alternative Transportation Modes	No impact	Improved service for pedestrians/bicyclists along Going Street	Improved service for pedestrians/bicyclists along Going Street	No impacts	Improved service for pedestrians/bicyclists along Going Street
Emergency Vehicle Access	No impact	Longer response times for Subareas 4 and 5	No impacts	No impacts	Longer response times for Subareas 4 and 5

TABLE 1 (CONTINUED). SUMMARY COMPARISON OF PROJECT ALTERNATIVES

	ALTERNATIVE A (NO BUILD)	ALTERNATIVE B (NOISE BARRIER)	ALTERNATIVE C (SOUNDPROOF)	ALTERNATIVE D (NON STRUCTURAL)	SELECTED COMBINATION ALTERNATIVE
NOISE					
Existing residences in the study area with exterior noise levels higher than the FHWA standard because of roadway noise	129 residences above L_{10} 70 dBA	7 residences above L_{10} 70 dBA	93 residences above L_{10} 70 dBA	99 residences above L_{10} 70 dBA	8 residences above L_{10} 70 dBA
Existing residences in the study area with interior noise levels higher than the FHWA standard because of roadway noise	97 residences	None	28 residences	71 residences	None
Residential areas with high noise levels during temporary construction activities	None	Most of the study area	Portions of the study area	Most of the study area	A major portion of the study area
SOCIOECONOMICS					
Total Project Costs	None	$2,955,000 estimate	$1,403,000 estimate	$446,000 estimate	$2,700,000 estimate
Right of Way Acquisition/relocation costs	None	$1,772,000 estimate	$648,000 estimate	None	$1,772,400 estimate
Loss of dwelling units	None	75 dwelling units	36 dwelling units	None	69 - 75 dwelling units
Employment	No impact	Short term construction	Short term growth in construction	Short term growth in construction	Short term construction
Community Identity	No impact	Removal of households and construction of noise barrier along Going Street resulting in significant community disruption.	Removal of households and construction of noise barrier along Going Street resulting in moderate community disruption.	Short term inconvenience to residents during construction	Removal of households and construction of noise barrier along Going Street resulting in significant community disruption

TABLE I (CONTINUED). SUMMARY COMPARISON OF PROJECT ALTERNATIVES

	ALTERNATIVE A (NO BUILD)	ALTERNATIVE B (NOISE BARRIER)	ALTERNATIVE C (SOUNDPROOF)	ALTERNATIVE D (NON STRUCTURAL)	SELECTED COMBINATION ALTERNATIVE
INSTITUTIONAL USES					
Maintenance Requirements	No Impact	Responsibility of the City of Portland	Responsibility of the City of Portland	Enforcement difficulties expected	Responsibility of the City of Portland and local property owners
Police Services	No Impact	Minor inconvenience in patrols	Minor inconvenience in patrols	Enforcement is difficult	Minor inconvenience in patrols
VISUAL CHARACTERISTICS					
View Corridors	No Impact	Blockage of some views from Going Street for pedestrian, cyclists, and motorists. Blockage of views from remaining residences along Going Street and some view blockage on Blandena Street and Skidmore Court	No impact except view blockage in Subarea 5 because of wall	No impact	Blockage of some views from Going Street for pedestrian, cyclists, and motorists. Blockage of views from remaining residences along Going Street.
Architecture and Design	No Impact	Introduction of noise wall has a highly visible element. Impact partially mitigated by wood trim, landscaping, and materials	Slight modification in external appearance of buildings being soundproofed (storm windows, window and door closures)	No Impact	Noise wall is highly visible, partially mitigated by wood trim, landscaping, and materials. Slight modification in external appearance of buildings being soundproofed (storm windows, window and door closures). Landscaping required in Subareas 2, 4 and 5.
Landscaping	No Impact	Landscaping required throughout study area	Landscaping required in Subarea 4 and 5	No Impact	
BIOLOGY					
Wildlife	No Impact	Wall may disrupt ranges of small terrestrial wildlife	No Impact	No Impact	Wall may very slightly disrupt ranges of small terestrial wildlife

TABLE 1 (CONTINUED). SUMMARY COMPARISON OF PROJECT ALTERNATIVES

	ALTERNATIVE A (NO BUILD)	ALTERNATIVE B (NOISE BARRIER)	ALTERNATIVE C (SOUNDPROOF)	ALTERNATIVE D (NON STRUCTURAL)	SELECTED COMBINATION ALTERNATIVE
BIOLOGY					
Vegetation	No impact	Minor alteration of existing habitat; added habitat in the form of landscaping	Small amount of land scaping will be added	No impact	Minor alteration of existing habitat; added habitat in the form of landscaping
Rare and Endangered Species	No impact	No impact	No impact	No impact	No impact
GEOLOGY AND SOILS					
Erosion	No impact	Slight increase during construction	No impact	No impact	Slight increase during construction
Foundation properties	No impact, portions of Going Street will continue to settle	Adequate for wall design	Adequate for wall design Subarea 5	Subsiding fill under west end of Going Street requires continuing repair	Adequate for wall design in Subareas 4 and 5
Slope Stability	No impact	Steep slopes unstable; careful placement of wall required	No impact	No impact	Steep slopes unstable; careful placement of wall required in western portion of Subarea 4
Irretrievable commitment of resources	No impact	5000-6500 cubic yards of fill; 5400 feet of 6 feet high concrete wall	1700 cubic yards of fill; 500 feet of wall	2400 cubic yards of asphalt	4500 to 6000 cubic yards of fill; 3800 feet of 6 feet high concrete wall
HYDROLOGY/WATER QUALITY/UTILITIES					
Groundwater	No impact	No impact	No impact	No impact	No impact
Increase in Urban Runoff Pollutants	No change	No change	No change	No change	No change

TABLE I (CONTINUED). SUMMARY COMPARISON OF PROJECT ALTERNATIVES

	ALTERNATIVE A (NO BUILD)	ALTERNATIVE B (NOISE BARRIER)	ALTERNATIVE C (SOUNDPROOF)	ALTERNATIVE D (NON STRUCTURAL)	SELECTED COMBINATION ALTERNATIVE
AIR QUALITY					
Attainment of the National Ambient Air Quality Standards	No impact	No impact	No impact	No impact	No impact
Carbon Monoxide Levels (Eight Hour Average)	No impact	Marginally higher in Subarea 5	No impact	No impact	Marginally higher in Subarea 5
Human Exposure to Particulate and CO	No impact	Some residents re-located to cleaner air areas	Some residents re-located to cleaner air areas	No impact	Some residents re-located to cleaner air areas
Windfield Modification	No impact	Slight impact to CO	No impact	No impact	Slight adverse impact to CO
ENERGY					
Construction Fuel and Other Resources	No impact	Moderate impact (noise barrier)	Slight	Slight impact (road resurfacing and curb modification)	Moderate impact (noise barrier)
Demolition: Energy Use	No impact	Slight impact	Slight impact	No impact	Slight impact
Home Insulation: Long Term Benefit	No impact	Marginal benefit	Marginal benefit	No impact	Marginal benefit
CULTURAL RESOURCES					
Parks	No impact	No impact	No impact	No impact	No impact
Archaeologic Resources	None	None	None	None	None
Historical Resources	None	No impact on national or state historic sites	No impact on national or state historic sites	None	No impact on national or state historic sites

3. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

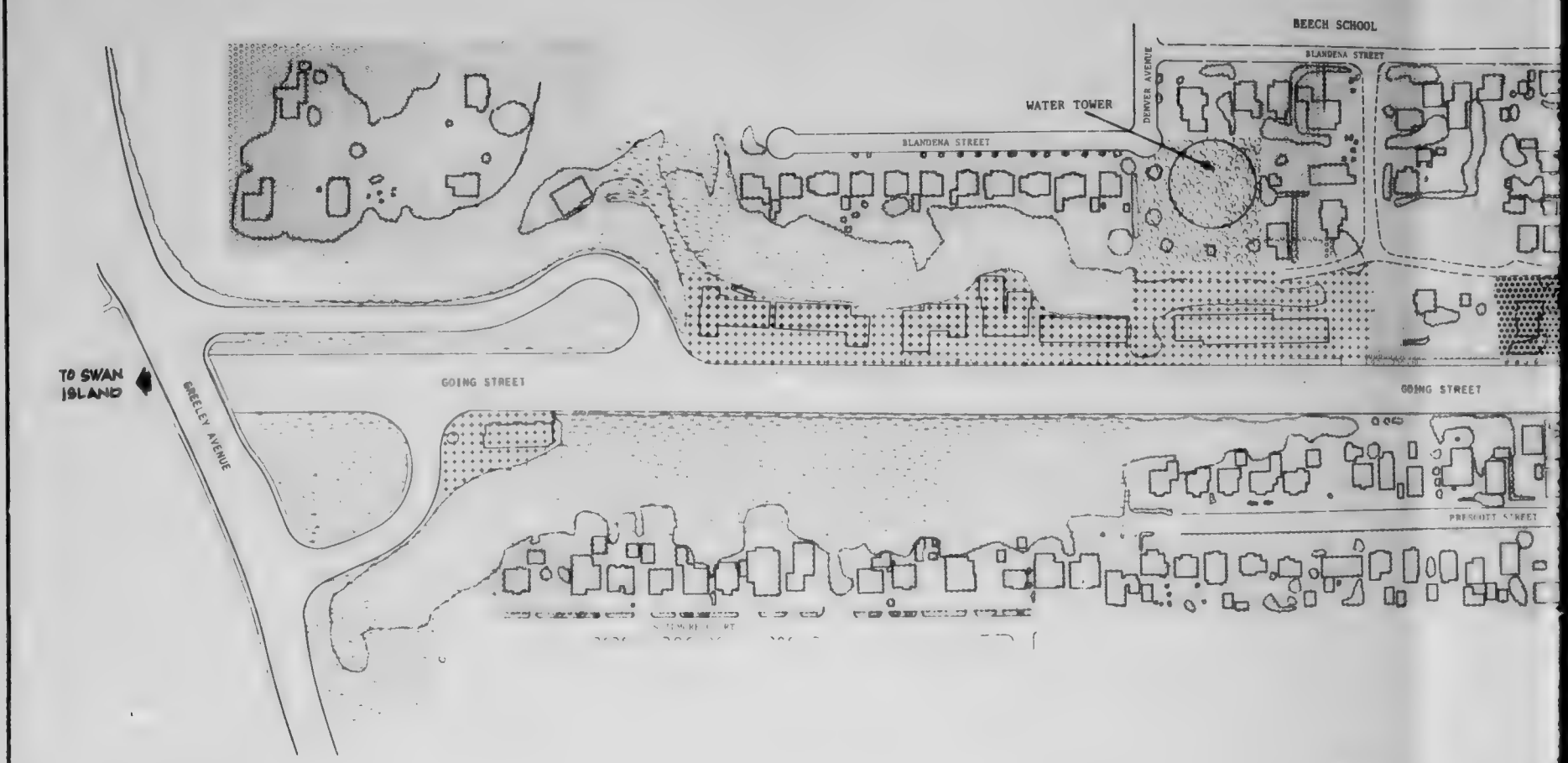
3.1 LAND USE

SYNOPSIS. Alternatives A and D will have no direct long term impacts on land use; however, with no sound level reduction in the neighborhood, it is possible that residential uses would decrease in the future. Alternative B, C, and the Selected Combination Alternative will disrupt existing residential uses but the quality of the neighborhood for the remaining residential uses will be improved.

EXISTING SETTING

Existing Land Use. In the one half square mile area from Greeley Avenue to Interstate Avenue, south of Killingsworth Street, the land uses are composed as follows: 55 percent single family residential, three percent multi family residential; three percent commercial; 16 percent industrial; six percent public or semi private; and 17 percent vacant. The commercial uses are located primarily on Interstate Avenue and much of the industrial land is on Greeley Avenue.

Figure 11 shows existing land uses in the study area. Single family residential is the primary use in the project study area. Subarea 1 is primarily single family residential. The water tower located at the east end of the subarea is a dominant element. Beech School is north of this subarea. Subarea 2 is primarily multi family residential uses and vacant land on the hillsides of Going Canyon. Subarea 3 is an area of one and two story single family detached residences. Subarea 4 consists of primarily single family detached houses. This subarea also includes Si Stanich Memorial and Beech Park. Subarea 5 is predominately composed of multi family structures. These consist of one and two story apartment buildings along Going Street. Single family homes exist in the side streets and along adjacent streets to Going Street. Some vacant lots are scattered throughout this subarea. Other land uses include commercial and institutional uses. At the intersection of Interstate Avenue and Going Street there is a service station and a bank. Institutional land uses include the Fire Station District 3, the Blessed Sacrament Church group including Pope John XXIII School, Rectory, and Sisters House. Most of the zoning in the study area is R5 (One Family Residential Zone). The apartment



LEGEND

SINGLE FAMILY

DUPLEX

V

PUBLIC/SEMI PUBLIC

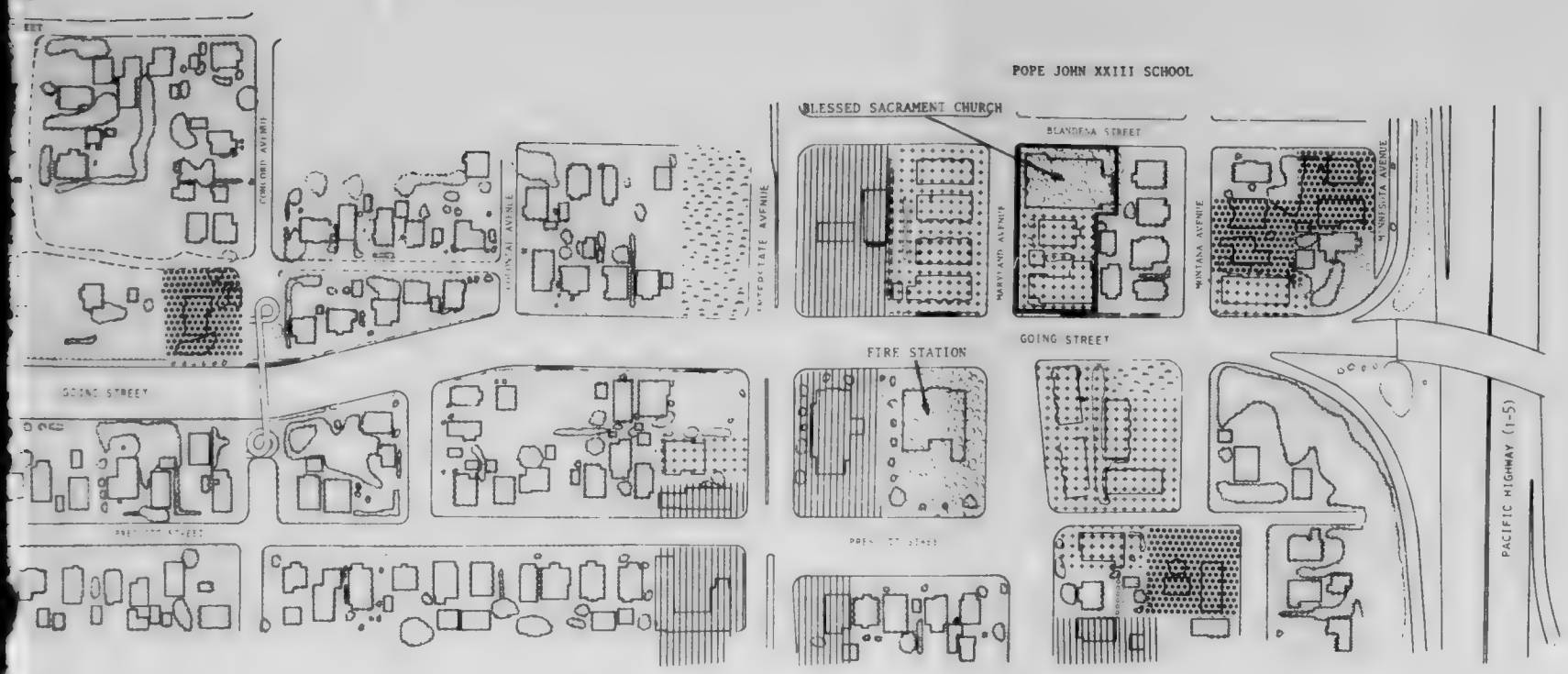
APARTMENTS

C

N

SCALE
1"=266'

FIGURE 11. EXISTING LAND USES IN GOING STREET STUDY AR



VACANT

COMMERCIAL

EET STUDY AREA

11. LAND USES

uses in Going Canyon are zoned A2.5 (Apartment Residential Zone) and A1 (Apartment Residential Zone) in the Interstate Plateau Area.

In the one half square mile area described above, three percent of the land is commercial. To the west of Greeley Avenue, the lowlands of Swan Island and Mocks Bottom are entirely industrial or vacant land zoned for industry. Swan Island development includes four major areas including the ship repair yard, Port Center, Swan Island Industrial Park, and Mocks Bottom. The 64 acre ship yard on the north end of Swan Island is owned and operated by the Port of Portland. It is the only publicly owned facility of its kind on the west coast. Major activities at the yard include ship repair, outfitting, and barge building. Port Center, located on the south end of Swan Island, presently contains the headquarters offices of the Freightliner Corporation and Willamette Western Corporation, as well as some leased office space. The Swan Island Industrial Park has developed around the Swan Island Lagoon, with firms located on the island and on the east bank of the river. Major activities in the park include Freightliner Corporation's assembly plants, the Naval Reserve, and distribution centers for Sears, Roebuck & Company and Fred Meyer. Most of the smaller firms located in the park are warehousing and trucking oriented. Mocks Bottom encompasses approximately 150 acres between the base of Mocks Crest and the main Union Pacific rail line. The area is presently undeveloped. Further development will be dependent upon improved motor vehicle access to the area (Swan Island EIS, 1978).

Future and Alternative Land Uses. No major changes in the existing land uses are proposed in the Going Street area except those changes associated with this project (see Impacts Analysis in the section). The Overlook Neighborhood is expected to remain primarily residential in character and the industrial development of Swan Island will continue.

The proposed project will be subject to review by numerous local, regional and federal agencies. As indicated in Section 1 and above, the project is generally consistent with local policies for the North Portland area and the project does not preclude obtainment of the general land use policy for the Overlook Neighborhood and Swan Island. A description of regional applicable plans, policies, and regulations is provided in Section 1 of the Technical Report. State law requires all state agencies which implement project and

programs to take action in accordance with the Land Conservation and Development Commission statewide planning goals. Counties and incorporated cities have the primary responsibility for planning. The Department of Transportation is responsible for coordinating actions with applicable local jurisdiction to insure compatibility with local comprehensive plans. If the project is part of the transportation element of a comprehensive plan that has been acknowledged for compliance of LCDC, then it is considered in conformance with LCDC goals. If the local jurisdiction has an adopted, but unacknowledged plan which addresses the project and there are no appeals contesting the goal conformance of the project, then for the present the project is assumed compatible. In the latter case, ODOT has responsibility for evaluating the project against the statewide goals independent of the comprehensive plan. A finding of potential conflicts, however, does not indicate that the project is not compatible with the goals. The process primarily serves to alert the local jurisdiction that conflicts between goals will ultimately have to be resolved by the county in its comprehensive plan prior to acknowledgement by LCDC. Table 2 summarizes the compatibility of the three project alternatives with the LCDC goal. Table 2 is at the end of this section.

ALTERNATIVE B

IMPACTS AND MITIGATION MEASURES

Significant land use impacts will occur with Alternative B because of the demolition and removal of existing residential uses and the installation of the noise wall and creation of surrounding vacant areas. In some cases in Subarea 2 and 4, installation of the wall will preclude non residential land uses. In Subarea 4 new parcels behind the noise barrier will be created for resale. In Subarea 2 the major vacant parcel will be purchased.

Alternative B will alter the residential character and use of some streets in the project area. It will not disrupt uses on Going Street but residential uses on other streets will be impacted by street closure and reduced access to Going Street. The noise reduction will improve residential character for remaining residents. Alternative B is an action that recognizes the development goals of Swan Island and will facilitate its future industrial use (see

Section 3.4 for further discussion of land use and social impacts).

In Alternative B, the noise barrier will involve encroachment into the Simon Stanich Memorial area in the study area. The area consists of a sidewalk, a memorial stone, a bench and landscaping located at the base of the curving access to the Going Street pedestrian overcrossing at Concord Street. The area is not formally considered a park by the Parks Bureau, nor does the bureau currently have any plans to expand the use of or to make improvements to the area. The area is used for the passive purposes of sitting and resting.

If the noise barrier alternative is selected, the existing sidewalk, bench, stone monument and landscaping would be relocated on the existing memorial site, although the area would be regraded. The pedestrian overcrossing would not be affected. These changes will provide a more sheltered, quieter seating area than presently exists, separated from Going Street traffic by the wall/berm. Given these proposed mitigation measures, the project would have no impact on the recreational use of Simon Stanich Memorial (see Technical Report for further detail). No other land use mitigation is proposed.

ALTERNATIVE C

IMPACTS AND MITIGATION MEASURES

The soundproofing alternative will result in less land use alteration than Alternative B. In Subareas 4 and 5 some residential uses will be altered and others removed. (See Section 3.4 for full analysis of housing demolition and relocation.) Soundproofing, itself, will not impact existing land uses, since the residential uses will remain unchanged. No land use mitigation measures are proposed.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

This alternative will not change land use patterns along Going Street or other streets within the project area. Construction and paving activities would be temporarily disruptive. No mitigation measures are proposed.

TABLE 2. PROJECT COMPLIANCE WITH GOALS OF THE LAND CONSERVATION AND DEVELOPMENT COMMISSION (LCDC)

LCDC	ALTERNATIVE A	ALTERNATIVE B	ALT
1. Citizen Involvement	Consistent	Consistent	Con
2. Land Use Planning	Conflict with local policy	Partially consistent with local policies	Par lo
3. Agricultural Lands	Not applicable	Not applicable	Not
4. Forest Lands	Not applicable	Not applicable	Not
5. Open Space, Scenic & Historic			
Open Space	Consistent	Potential conflict; occupies open space	Pot op
Scenic & Historic	Consistent	Not consistent; disrupts views	Con
6. Air, Water, Land			
Air, Water, Land	Consistent	Consistent	Con
Noise	Not consistent	Consistent	Con
7. Natural Hazards	Consistent	Consistent	Cc
8. Recreation	Not applicable	Consistent	Co
9. Economy	Consistent	Consistent	Co
10. Housing	Inconsistent; maintains housing under adverse noise conditions	Inconsistent; eliminates existing housing, requires displacement and relocation	In e c
11. Public Facilities	Not applicable	Not applicable	No
12. Transportation	Consistent; does not alter existing plans	Consistent; does not alter existing plans	Co
13. Energy	No major impact	No major impact	No
14. Urbanization	Not applicable	Not applicable	No
15. Williamette Greenway	Consistent	Potential conflict; blocks views; fulfills greenway path	Co
16. Estuary	Not applicable	Not applicable	No
17. Coastal Shores	Not applicable	Not applicable	No
18. Beaches, Dunes	Not applicable	Not applicable	No
19. Ocean Resources	Not applicable	Not applicable	No

ISSION (LCDC)

	ALTERNATIVE C	ALTERNATIVE D	SELECTED COMBINED ALTERNATIVE
	Consistent	Consistent	Consistent
with	Partially consistent with local policies	Partially consistent with local policies	Partially consistent with local policies
	Not applicable	Not applicable	Not applicable
	Not applicable	Not applicable	Not applicable
occupies	Potential conflict; occupies open space	Consistent	Potential conflict; occupies open space
upts	Consistent	Consistent	Not consistent; disrupts views
	Consistent	Consistent	Consistent
	Consistent	Partially consistent	Consistent
	Consistent	Consistent	Consistent
	Consistent	Not applicable	Consistent
	Consistent	Consistent	Consistent
nates requires elocation	Inconsistent; eliminates existing housing, requires displacement and relocation	Inconsistent; maintains housing under adverse noise conditions	Inconsistent; eliminates existing housing, requires displacement and relocation
	Not applicable	Not applicable	Not applicable
t alter	Consistent; does not alter existing plans	Alters existing plans slightly	Consistent; does not alter existing plans
	No major impact	No major impact	No major impact
	Not applicable	Not applicable	Not applicable
blocks eenway path	Consistent; implements greenway path	Consistent	Consistent; implements greenway path
	Not applicable	Not applicable	Not applicable
	Not applicable	Not applicable	Not applicable
	Not applicable	Not applicable	Not applicable
	Not applicable	Not applicable	Not applicable

3.2 TRAFFIC AND TRANSPORTATION

SYNOPSIS. Only minor transportation impacts will arise from any of the project alternatives. Some of the potential impacts will be beneficial such as greater safety from restricting some left turning movements (Alternatives B and C), greater pedestrian convenience (from Alternative B) and greater traffic safety on Going Street from reduced truck speeds and increased maneuverability (Alternative D). All alternatives (including the No Project Alternative) suffer from slightly increased traffic volumes due to local and regional traffic growth, thus leading to a slightly reduced level of service at peak hour. The Selected Alternative has the same impact as B and C.

EXISTING SETTING

Transportation Network. The roadway network of the study area is presented in Figure 12. Going Street is an arterial roadway, which connects Interstate 5 (I-5) with Interstate Avenue and Greeley Avenue, two other arterial streets, and Swan Island, an industrial area. Going Street also provides access to local streets of the Overlook Neighborhood east of the Concord pedestrian overcrossing.

Going Street has six travel lanes, each approximately 12 feet in width, at the Greeley Avenue overcrossing. Between Greeley Avenue and Interstate Avenue, there are five lanes; the southernmost lane is used extensively by large trucks climbing the six percent grade of this roadway. At Interstate Avenue, Going Street again has six lanes, with an additional lane being added on the north side for right turns from Interstate Avenue. From Interstate Avenue to I-5, the street tapers to five lanes and connects with the trumpet type interchange of Interstate 5. There is one signalized intersection along Going Street, at Interstate Avenue. All other intersections are controlled by two way stop signs on the side streets. The roadway surface of Going Street is Class B asphaltic concrete. The surface is uneven and pitted in the various locations of Going Street, because the roadbed has been built on unconsolidated fill.

All aspects of Alternatives B and C comply with requirements of the City of Portland Arterial Streets classification policy, so that no conflicts with

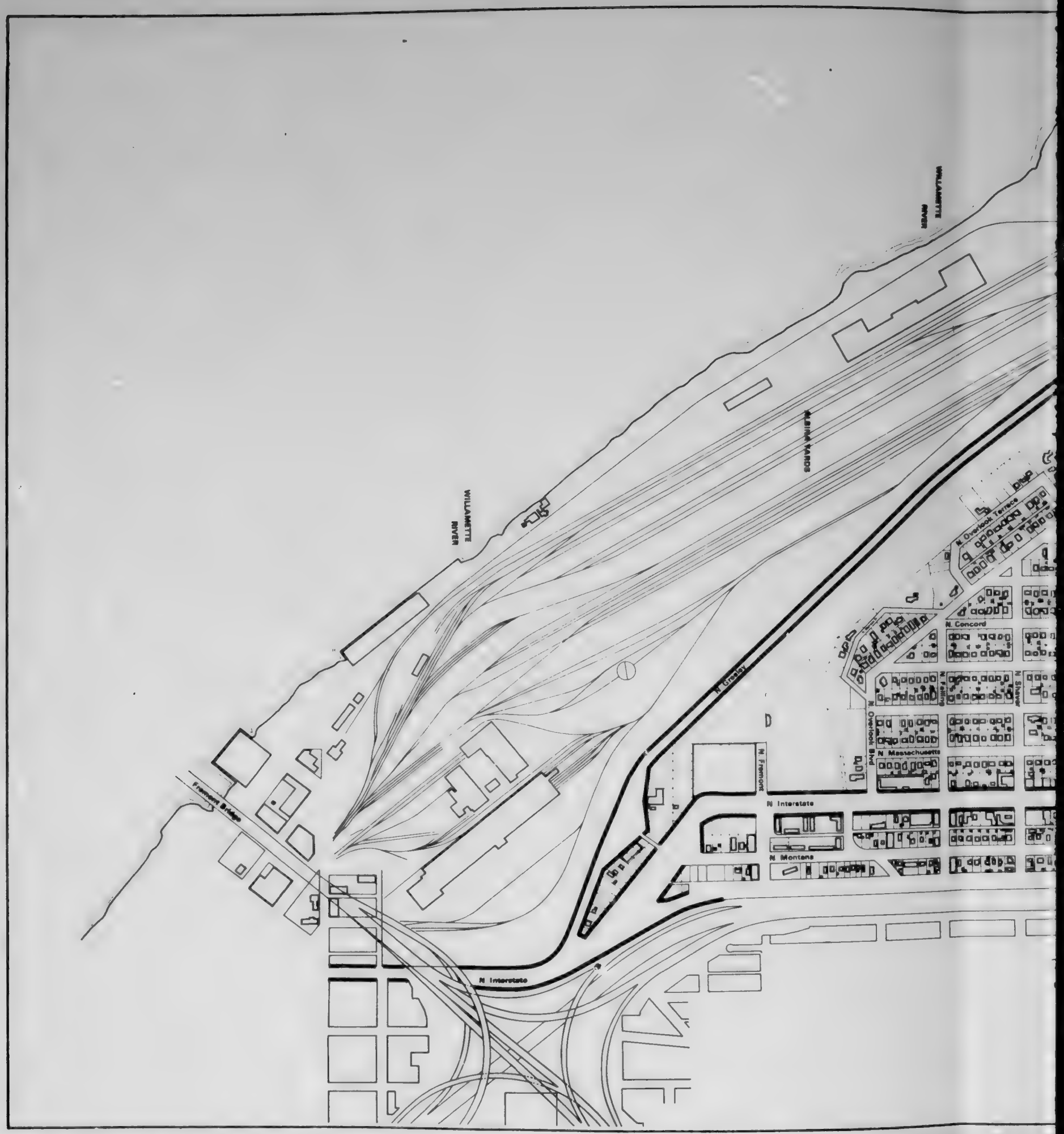
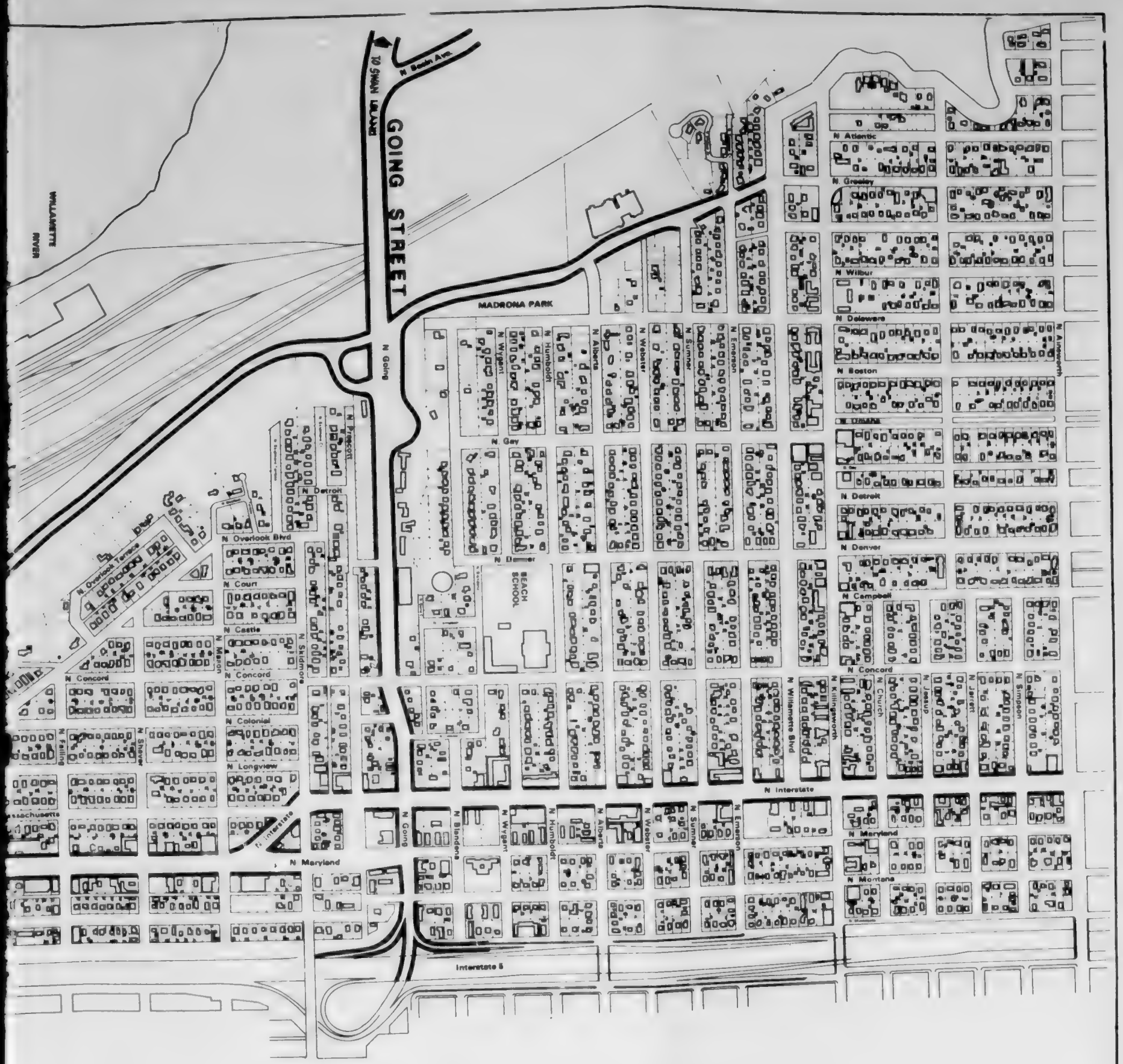


FIGURE 12. ROADWAY NETWORKS IN GOING STREET AREA



SOURCE: CITY OF PORTLAND, 1978

EET AREA

12. ROADWAYS

such policy of the city are generated by any of the alternatives. (Greeley and Going Streets are designated as major truck routes in the Arterial Streets Policy.)

Traffic Volumes and Levels of Service. Travel patterns on Going Street are heavily influenced by commuter travel between Swan Island and Interstate 5. The peak hour traffic periods coincide with the arrival and departure of employees from the island and occur between 7:00 and 8:00 a.m. and between 4:00 and 5:00 p.m. Table 3 provides a summary of existing and future traffic volumes in the study area.

The industrial activities on Swan Island also influence the vehicle mix on Going Street. Trucks comprise approximately 15 percent of the daily traffic volumes on Going Street. The truck volumes are highest during the morning between 9:00 and 10:00 a.m., accounting for 28 percent of the hourly traffic volumes. Truck travel in the late evening is relatively light, peaking between 1:00 and 2:00 a.m. with 80 trucks per hour. The City of Portland previously proposed a nighttime truck route to direct Swan Island trucks traveling to and from the south, away from Going Street, to an alternative route between the hours of 11:00 p.m. and 6:00 a.m. The alternative route would have operated on Greeley Avenue, south of Going Street, to Interstate Avenue. Implementation of the nighttime truck route would have resulted in the removal of 70 percent of the nighttime truck traffic along Going Street to Greeley and Interstate avenues. This truck route proposed was not implemented because of court challenges.

Interstate Avenue and Greeley Avenue carry significant quantities of through traffic to neighborhoods to the north and south of the study area. Maryland Avenue also carries some through traffic because of its alignment with Interstate Avenue (see Figure 12). The other roadways of the study area primarily serve only the immediate neighborhood area.

The existing weekday traffic volumes for the major roadways in the study area are presented in Table 2.1 of the Technical Report. This table also shows the amount of truck traffic on these roadways and the speeds encountered during different parts of the day. As expected, Going Street carries the heaviest

TABLE 3. 1976 AND 1990 TRAFFIC VOLUMES FOR MAJOR ROADWAYS IN THE VICINITY OF THE GOING STREET STUDY AREA

ROADWAY • SEGMENT	1976 TRAFFIC				1990 TRAFFIC			
	AVERAGE DAILY		PEAK HOUR		AVERAGE DAILY		PEAK HOUR	
	TOTAL TRAFFIC	TRUCKS	TOTAL[1] TRAFFIC	TOTAL[2] TRAFFIC	TOTAL TRAFFIC	TRUCKS	TOTAL[1] TRAFFIC	TOTAL[2] TRAFFIC
Going Street								
• Greeley Avenue to Interstate Avenue	24,500	3,680	2,380	1,160	30,600	3,480	3,160	1,440
• Interstate Avenue to Interstate 5 ramps	23,500	3,340	1,950	1,050	27,500	3,020	2,320	1,310
Going Street/Greeley ramps								
• Ramp north of Going	3,700	270	230	170	12,700	1,580	900	520
• Ramp south of Going	2,800	130	380	90	3,600	140	540	110
Greeley Avenue								
• South of Going Street	8,600	540	1,180	440	25,000	3,160	3,270	1,140
Interstate Avenue								
• South of Going Street	11,200	620	1,120	600	12,000	640	1,210	640
Interstate 5								
• South of Going Street	122,000	10,020	9,800	5,950	117,200	8,900	9,670	5,600

1 For traffic period from 4:00 to 5:00 p.m.

2 For traffic period from 9:00 to 10:00 a.m.

Source: Swan Island Draft EIS, 1978.

daily and peak hour traffic volumes with Interstate Avenue and Greeley Avenue also receiving extensive usage. On weekends, traffic volumes drop to less than one fourth of the weekday traffic volumes (Swan Island Draft EIS, 1978).

Table 2.2 of the Technical Report presents the existing traffic volumes for the minor streets of the Overlook Neighborhood. Of these, Maryland Avenue and Skidmore carry the heaviest volumes. Skidmore carries some through traffic across the I-5 overcrossing. Maryland Avenue is used by this through traffic from Skidmore and by traffic from Interstate Avenue, as an access route to I-5. A level of service analysis has been performed on the arterial streets in the vicinity of the study area, to quantify congestion which occurs at the intersections of the project area during peak traffic periods. Table 2.3 of the Technical Report presents a description of the various designations for level of service at an intersection. The Going Street/Interstate intersection presently experiences significant congestion during the peak traffic periods (level of service D during the morning and evening peak traffic periods, which is typical of urban traffic on heavily used arterials at peak hour). All other intersections in the study area are presently operating at level of service C or better, such that few delays to traffic flow are encountered.

The recent motor vehicle accident records for the roadways of the study area reflect the travel patterns previously described. Table 2.4 of Volume II presents the frequency of personal injury and property damage accidents at the various intersections of Going Street. As expected, the intersection of Interstate Avenue with Going Street has the highest accident frequency, accompanying the traffic congestion at this location. Maryland and Montana Avenues have significantly high accident rates, mainly because of difficulty in crossing or merging with high speed Going Street traffic. During the three year period from 1975 to 1977, no pedestrian or bicycle related accidents were reported in the study area. This statistic is indicative of the light usage of these forms of transportation in the area.

The 1990 traffic volumes for the major streets in the study area, assuming the implementation of the Swan Island Transportation Access Projects, are presented in Table 3. These traffic volumes indicate that there will be significant increases in daily and peak hour traffic volumes along Going Street in the study

area, along Greeley Avenue, and on the ramps that connect these roadways. Traffic volumes on Interstate Avenue are not projected to change substantially by 1990. The increased traffic volumes on Going Street and Greeley Avenue are expected to reduce the level of service on these roadways during peak traffic periods. The intersections of Going Street with Greeley Avenue and Interstate Avenue are both projected to be operating at levels of service E to F during the peak traffic periods. The percentage of trucks along Going Street is not projected to change during any of traffic periods by 1990 (Swan Island Draft EIS, 1978).

Alternative Transportation Modes. Access for emergency vehicles, pedestrian, bicyclist, and public transit users are described below.

Emergency vehicle access in the study area is provided by the local roadway network. All of the city streets of the study area are traversable by the vehicles of the local fire and police departments. The main routes used by the engines of Fire Station District 3, located on the corner of Going Street and Maryland Avenue, are Going Street, Interstate Avenue, and Maryland Avenue (both north and south of Going Street).

In the Arterial Street Classification Policy (City of Portland, 1977), Going Street, Greeley Avenue, Skidmore, and Concord Avenue are all designated bicycle pathways. Going Street, Greeley Avenue, and Interstate Avenue are also designated pedestrian paths. All new roadway projects along these streets must consider provisions for these modes of transportation.

For an arterial such as Going Street, a 12 foot wide paved pedestrian/bicycle path separated from the main roadway section would satisfy the requirements of the Arterial Street Classification Policy (Schaeffer, 1979). There is presently a five foot paved sidewalk along the entire north side of Going Street in the study area, and along the south side, from I-5 to Concord Avenue. At Concord Avenue a pedestrian overcrossing connects these two walkways. The signalized intersection at Going Street and Interstate Avenue also allows for protected crossings of Going Street for pedestrians and bicyclists.

Public transit service is provided in the study area by TRI-MET along Going Street, Interstate Avenue, and Greeley Avenue. Line 71 operates on Going

Street at the Greeley Avenue overcrossing, traveling westward to Swan Island and northward to Killingsworth Street. Line 2 also operates along Greeley Avenue. Both lines 2 and 71 have bus stops at the Greeley Avenue overcrossing of Going Street. Lines 3 and 5 operate on Interstate Avenue and have stops at Going Street. Lines 92 and 93, started in January, 1979, travel along Interstate Avenue and Going Street, to Swan Island, and include a stop at Interstate Avenue. Line 25 operates from the Portland Central Business District to Swan Island using Going Street (Howell, 1979).

ALTERNATIVE A

IMPACTS AND MITIGATION MEASURES

As indicated on Table 3, for the No Project Alternative, traffic volumes can be expected to continue to increase on Going Street with the further development of Swan Island and growth trend in vehicle trips for other purposes (e.g., existing land use attraction sources). It could thus be expected that levels of service on Going Street would generally worsen as time progresses, even though the total change in level of service in the year 1990 may not be significantly below present levels. No mitigation measures are proposed for the No Project Alternative.

ALTERNATIVE B

IMPACTS

Transportation Network. Alternative B would have a significant impact on the local streets because of the placement of noise barriers across existing roadways. These roadways would become cul de sacs, altering traffic patterns.

All streets which intersect Going Street between Greeley Avenue and I-5 would be blocked off from Going Street under Alternative B, with the exceptions of Interstate Avenue and Maryland Avenue, on the south side of Going Street. These closed streets (to Going Street) include: Colonial Avenue; Maryland Avenue, to the north of Going Street; and Montana Avenue. In addition, as part of Alternative B, all left turns from Maryland Avenue onto or from Going Street would be prohibited.

Traffic Volumes and Levels of Service. The closure of minor streets and the prohibition of certain turning movements would change the travel patterns somewhat while the traffic volumes of roadways would be affected slightly; no changes in level of service are expected.

As shown in Table 2.2 of the Technical Report, the traffic volumes on the minor streets of the study area are light. The volumes of Colonial Avenue, Maryland Avenue, and Montana Avenue would be shifted to Interstate Avenue, and the intersections along this roadway. However, no change in level of service is expected as a result of these changes in traffic patterns (Schwab, 1978). The intersection of Interstate Avenue and Going Street is projected to operate at levels of service E to F during the peak traffic periods by 1990, but this is primarily the result of the expected high traffic volumes along Going Street and not those projected for Interstate Avenue.

SUBAREAS 1, 2, and 3. Alternative B would have no effect on the traffic patterns in Subareas 1, 2, and 3. There would be no street closures in these subareas.

SUBAREAS 4 and 5. The closures of Colonial, Maryland, and Montana avenues with the noise barriers proposed under this alternative would have little effect on traffic volumes in the study area. The closures will require the use of Prescott and Wygant streets for neighborhood access, but any traffic impacts will be slight since travel would not be in the direction of peak movement.

The prohibition of left turns at the intersection of Maryland Avenue and Going Street may cause inconvenience for motorists who are unaware of this restriction. Unless given ample warning of this restriction, some motorists could be constrained to enter I-5 by the necessity of a right turn from Maryland Avenue onto Going Street.

The closure of cross streets intersecting Going Street and the prohibition of left turns across Going Street would have the beneficial impact of reducing motor vehicle accidents in subareas 4 and 5. As shown in Table 2.4 of the Technical Report, the intersections of Going Street with Maryland Avenue and Montana Avenue have relatively high accident rates, especially considering the

low traffic volumes of these streets. Transferring the through traffic from these streets to Interstate Avenue and the signalized intersection of Going Street would provide for safer north/south movements across Going Street.

The temporary construction activities related to the placement of the noise barrier in Subareas 4 and 5 could have a significant short term impact on traffic flow along Going Street. The proposed noise barrier is close enough to Going Street so that construction activities would interrupt traffic flow in the near lanes of Going Street. This interruption of traffic flow could be a severe problem if it occurred during the peak traffic periods.

Alternative Transportation Modes. The closure of cross streets in the study area would also affect other modes of transportation previously discussed. Emergency vehicle access would be impacted. Alternative B would also affect pedestrian and bicycle movements in the study area. Public transit service would not be affected by this alternative, since none of the TRI-MET buses use the cross streets of the study area. The impacts of Alternative B on emergency vehicle access and pedestrian/bicycle movements would be significant in various parts of the study area. These impacts will be treated on a subarea basis.

SUBAREAS 1 and 3. Alternative B would have no effect on emergency vehicle access or pedestrian/bicycle movements in Subareas 1 and 3. No minor streets would be blocked off in this subarea. The pedestrian passage provided in the proposed noise wall would allow for pedestrian movements in this subarea.

SUBAREA 2. Emergency vehicle access would not be altered by Alternative B in Subarea 2, since no street closure would be effected in this subarea. Pedestrian and bicycle movements would be improved in Subarea 2 by Alternative B because of the provision for the 12 foot path and six foot planted area, separating this path from Going Street. This path would run along the north side of Going Street, and would meet the requirements outlined in the City of Portland Arterial Streets Classification Policy (Schaeffer, 1979).

SUBAREA 4. Alternative B would have adverse impacts on emergency vehicle access in Subarea 4 because of the closure of Colonial Avenue on the north and wouth sides of Going Street. Fire and police emergency vehicles would not be able

to use these streets for access to areas north and south of Going Street in this area. The intersections of Interstate Avenue with Prescott Street and Wygant Street would have to be used instead of the intersections of Going Street with Colonial Avenue. Some time could be lost in using these alternative routes to the emergency destinations, especially when the intersection of Interstate Avenue and Going Street is very congested. Pedestrian and bicycle movements would be improved in Subarea 4 under Alternative B because of the inclusion of the 12 foot path, described in Subarea 2.

SUBAREA 5. Alternative B would have a adverse impact on emergency vehicle access in Subarea 5 because of the closure of Maryland Avenue and Montana Avenue. Fire and police emergency vehicles would have to use Interstate Avenue to reach areas to the north and south of Going Street, with a corresponding incremental increase in response time.

MITIGATION MEASURES

The following measures will be included in the project to mitigate the adverse impacts on emergency vehicle access in the study area resulting from the closure of streets by the proposed noise barrier.

A button signal switch would be installed at the intersection of Going Street and Interstate Avenue, in order to allow the fire department to stop all traffic at this location during an emergency call. This would keep the eastbound lane of Going Street clear in front of the fire station at Going Street and Maryland Avenue, and would allow the fire engines to use this lane for westbound movements to Interstate Avenue. From this location emergency vehicles could turn northward on Interstate Avenue, again using the opposing direction lane if necessary, to reach areas north of Going Street that would otherwise not be directly accessible because of the noise barriers across Maryland Avenue and Montana Avenue. This new signal equipment would also be useful to the police department when Going Street is used for emergency calls. Also the solid median on Interstate Avenue at Blandena Street could be broken to allow emergency vehicles to make left turns at this location to reach locations to the west of Interstate Avenue and north of Going Street. This action would reduce the impact of the closure of Colonial Avenue on the north side of Going Street.

In addition, to mitigate the impact on local travel patterns in the study area resulting from the prohibition of left turns from Maryland Avenue to Going Street, clear signs would be placed along Maryland Avenue, south of Going Street, in the northbound lane, to inform motorists that left turns will be prohibited at Going Street. These signs would be placed at locations sufficiently far south of Going Street and Prescott Street, so that motorists would have time to turn west, if necessary, before reaching Going Street.

To mitigate the temporary construction impacts related to the placement of noise barriers in Subareas 4 and 5, the following mitigation measures are proposed. All construction activities in Subareas 4 and 5 which require the closure of the near lane of Going Street would be conducted during non peak hour traffic periods. The hours of 7:00 to 9:00 a.m. and 3:30 to 6:00 p.m. would not be used for these types of traffic restricting activities. The work scheduling would be arranged so that construction activities on opposite sides of Going Street never require the simultaneous closure of the traffic lanes in both directions in Subareas 4 and 5.

ALTERNATIVE C

IMPACTS

Transportation Network. Alternative C would have a minor impact on the transportation network of the study area because of the placement of a noise barrier across Montana Avenue at the south side intersection of Going Street. Left hand turns at the intersection of Maryland Avenue and Going Street would be restricted in a manner similar to that described under Alternative B.

The placement of a noise barrier across Montana Avenue would form a cul de sac street at the south side intersection of Montana Avenue and Going Street. The placement of a noise barrier and the restriction on left turns at Maryland Avenue would cause only minor variations in the traffic patterns and directional split.

Traffic Volumes and Levels of Service. The closure of Montana Avenue at the south side intersection of Going Street would cause the light traffic volumes at this location to be shifted to Interstate Avenue or Maryland Avenue. This

result would have no effect on the levels of service of either of these roadways.

The frequency of accidents at the intersection of Going Street and Montana Avenue would be reduced by this alternative, because of the elimination of traffic at this location. Also, the restriction of left hand turns at Maryland Avenue and Going Street would reduce the frequency of accidents at this location.

The placement of a noise barrier at Montana Avenue could have a temporary impact on traffic flow on Going Street at this location, similar to that described under Alternative B.

Alternative Modes of Transportation. Alternative C would have no impact on alternative transportation modes in the study area. Emergency vehicle access would not be affected because the area south of the proposed noise barrier at Montana Avenue is easily accessible from Maryland Avenue and Prescott Street. This alternative would also have no impact on public transit facilities or pedestrian/bicycle movements.

MITIGATION MEASURES

The mitigation measures related to the temporary construction impacts described under Alternative B will also be used for this alternative. No additional mitigation measures are included.

ALTERNATIVE D

IMPACTS

Transportation Network. Alternative D would result in minor improvements in the transportation network of the study area, which are intended to reduce the noise production properties of the roadway surface of Going Street. Some of these improvements would facilitate truck movements through the study area.

Various structural roadway modifications are proposed for Going Street under Alternative D. A resurfacing of Going Street, over the entire study area, is proposed to reduce tire noise. This would have no effect on the operational characteristics of this roadway.

Curb cutbacks are proposed at the intersection of Going Street and Interstate Avenue to reduce the amount of truck overruns at this location and reduce the resultant noise generation. These curb cutbacks are proposed for the northwest and southwest corners of Going Street and Interstate Avenue, where the new curb radius would be approximately 55 feet (Fantz, 1978). This would allow heavy trucks to make right turns more easily at this intersection. The curb along the eastbound lane of Going Street, west of Interstate Avenue, would also be realigned to permit easier use of this lane by heavy trucks. The realignment would involve about 100 feet of curb length, approximately 300 feet west of Interstate Avenue.

As with Alternatives B and C, left hand turns would be restricted at the intersection of Going Street and Maryland Avenues. This action would reduce the frequency of accidents at this location.

Traffic Volumes and Levels of Service. None of the roadway modifications proposed under Alternative D would have any permanent effect on the traffic volumes or levels of service of roadways in the study area. The roadway resurfacing, curb modifications, and turn restrictions would not affect the overall traffic patterns or volumes.

The resurfacing of Going Street proposed under Alternative D would have a temporary adverse impact on traffic flow in the study area during the actual resurfacing operations. The resurfacing operation would be accomplished one lane at a time, so that Going Street would not require closing for this work (Nordholm, 1979). However, even lane closures would significantly reduce the traffic capacity of Going Street and would increase the durations of delays encountered along this roadway.

Alternative Transportation Modes. Alternative D would have no effect on alternative transportation modes in the study area. Pedestrian/bicycle move-

ments would not be improved by this alternative.

MITIGATION MEASURES

The mitigation measures related to temporary construction impacts described under Alternative B will also be used for this alternative. No additional mitigation measures are identified.

3.3 NOISE

SYNOPSIS. Noise reduction benefits of Alternatives B, C, and D are significant, the greatest benefits occuring through Alternative B. The No Build alternative will lead to a slight worsening of noise exposure conditions to residents along the Going Street corridor. The alternatives have not been designed to reduce all community noise levels in the corridor to any prescribed level or standard. Rather an effort has been made to provide benefits which are as uniform as feasible (proportionate to the degree of present exposure) throughout the Going Street corridor with attention to cost effectiveness. One should also note that all sound levels contours have present state of the art accuracy, which means that deviations from actual value of up to two dBA can be expected. The Selected Alternative offers the same sound reduction as Alternative B in Subareas 2, 4, and 5 and similar reduction to C in subareas 1 and 3.

EXISTING SETTING

Standards and Guidelines. The basic unit of noise used in this analysis is the dBA, a frequency weighted level which approximates the response of the human ear to sound pressure. Table 4 presents typical sound levels in dBA for common noise sources.

Federal agencies in developing various noise standards and guidelines have applied the dBA to more comprehensive measurement scales. Three federal agencies have developed different standards or guidelines that are applicable to traffic noise levels in residential communities.

The Federal Highway Administration currently bases its noise standards on two scales, the L_{10} and L_{eq}. L_{10} is the noise level exceeded ten percent of the time during the period of time under consideration, while L_{eq} is the energy averaged sound level. The United States Environmental Protection Agency (EPA) also uses the L_{eq}, as well as the L_{dn}, the day/night average sound level, in its guidelines. In the L_{dn} system, nighttime sound levels are weighted more heavily than daytime sound levels. The United States Department of Housing and Urban Development (HUD) bases its standards on the number of minutes or hours per day of exposure above identified levels. Table 5 presents the FHWA, EPA, and HUD noise standards or guidelines as they pertain to residential areas, outdoors and indoors. The EPA sound levels presented in the Table 5

TABLE 4. TYPICAL SOUND LEVELS FOR COMMON NOISE SOURCES (dBA)

OVERALL QUALITY	SOUND LEVEL (dBA)	OUTDOOR NOISE SOURCES	INDOOR NOISE SOURCES
Uncomfortably loud	130	50 horsepower siren at 100 feet	
	120	Jet take off at 200 feet	
	110		Disco music
Very loud	100	Jet flyover at 1000 feet, power mower	Newspaper press
	90	Motorcycle at 25 feet	Food blender
Moderately loud	80	High urban ambient sound; passenger car, 65 miles per hour at 25 feet	Garbage disposal Clothes washer
	70		TV audio, vacuum cleaner
	60	Air conditioner at 20 feet	Electric typewriter, Conversation
Quiet	50	Light traffic at 100 feet	Average residence
	40	Bird calls, lower limit urban ambient sound	
Very quiet	30		Soft whisper
Just audible	20		Television studio, leaves rustling
	10		
Threshold of hearing	0		

TABLE 5 . RESIDENTIAL NOISE STANDARDS AND GUIDELINES BY FEDERAL AGENCY

AGENCY	NOISE DESCRIPTOR	STANDARDS AND GUIDELINES OUTDOOR (dBA)	INDOOR (dBA)
Federal Highway Administration (FHWA)[a]	L_{10}	70	55
	L_{eq}	67	52
U.S. Environmental Protection Agency (EPA)	L_{dn}	55	45
U.S. Department of Housing and Urban Development (HUD)	L_{33}[b]	65	c
	c		

a. FHWA standards refer to noise levels during the peak hour of traffic.

b. Noise levels should not exceed 65 dBA for more than 8 hours in a 24 hour period.

c. Noise levels in sleeping quarters meet HUD standards of levels:

(i) do not exceed 55dB(A) for more than an accumulation of 60 minutes in any 24 hour period, and

(ii) do not exceed 45dB(A) for more than 30 minutes during night time sleeping hours from 11 p.m. to 7 a.m., and

(iii) do not exceed 45dB(A) for more than an accumulation of eight hours in any 24 hour day.

SOURCES: FHWA, 1976
EPA, 1974
HUD, 1971

represent guidelines which are considerably more stringent than either the FHWA or HUD standards. However, the EPA levels are guidelines only, which must not be interpreted as noise standards, (or levels not to be exceeded), since they do not take into account the economic and technological feasibility of implementation. Both the FHWA and HUD levels in Table 5, however, are noise standards; the HUD standards in most situations are slightly more stringent than the FHWA standards.

Topography and Climate Influences. The North Portland plateau is a high bluff that fronts along the Willamette River. Going Street occupies the bottom of a ravine that provides the only natural access from the top of the plateau to the lowlands along the river. The roadway slope of the bottom of the ravine ranges up to six percent, 3.5 degrees. The minimum elevation of 100 feet occurs at the western end of the study area in the bottom of the ravine. The elevations of the top of the plateau range from 200 to 210 feet. The sides of the ravine are extremely steep in the western portion of the project with slopes ranging as high as 150 percent (60 degrees). The height of the steep slopes decreases from about 100 feet at the western end of the study area to about 10 feet near Concord Avenue. From Concord Avenue to Interstate Avenue, the sides of the ravine slope more gently away from Going Street. The study area is about level between Interstate Avenue and I-5.

The position of Going Street, in the bottom of the ravine west of Concord Avenue, significantly influences sound levels in the study area in two ways. First, noise emissions from vehicles, especially trucks, traveling upgrade are increased over corresponding noise emissions for level terrain. This is particularly true for heavily laden trucks which must use lower gears, which gears are inherently more noisy. Also, some trucks traveling down the grade must use lower gears to control their downhill speed, thus emitting higher than average sound levels. Overall, noise emissions from the Going Street traffic are elevated an average of about three dBA for vehicles traveling on the steepest portion of the grade in the ravine, compared with corresponding emissions over level terrain.

Secondly, the location of Going Street in the bottom of the ravine greatly reduces the propagation of the traffic noise up onto the North Portland plateau. This phenomenon occurs because the steep sides and rim of the ravine physically

block the direct propagation of the traffic noise from the plateau top, much in the same way that the visual line of sight of the traffic is blocked. Along the edge of the ravine in most areas of the plateau, neither the view of the Going Street traffic, nor the propagation of the noise will be significantly reduced by the rim or sides of the ravine. (Although vegetation may noticeably reduce the visibility, it will not noticeably affect sound levels). However, as the distance on the plateau from the edge of the ravine is increased, the view of Going Street is eliminated and the penetration of noise is greatly reduced. This topographic feature is most important in Subareas 1 and 3, and to a lesser extent in Subarea 4 west of Concord Avenue.

Climate. The National Weather Service meteorological station at the Portland International Airport is a source of long term climatological data for the study area. Five years of weather data from the Portland Airport Station were examined for this analysis.

Temperatures in the study area are mild and skies are predominantly clear during summer. Inflowing marine air generally holds summertime high temperatures below 80°F (degrees Fahrenheit). During infrequent hot summer days temperatures may rise to 100°F. In winter, average daytime temperatures are in the low 40's°F. Freezing temperatures (below 32°F) occur on an average of 19 days yearly.

The semipermanent high pressure center known as the Pacific High controls the yearly pattern of rainfall in much of Oregon. The Pacific High deflects storms to the north in summer, and its weakening and migration south in winter marks the beginning of the rainy season. In the Portland area, approximately 75 percent of the average yearly rainfall (approximately 42 inches) occurs in the six month period November through April, with the greatest amount of rainfall typically occurring from December through February.

Prevailing winds during most of the year are from the west to northwest in the Portland area, averaging approximately 6 to 7 miles per hour. Calm periods and variable wind directions occur more frequently in winter than in summer, with easterly or southerly directional components often occurring in winter.

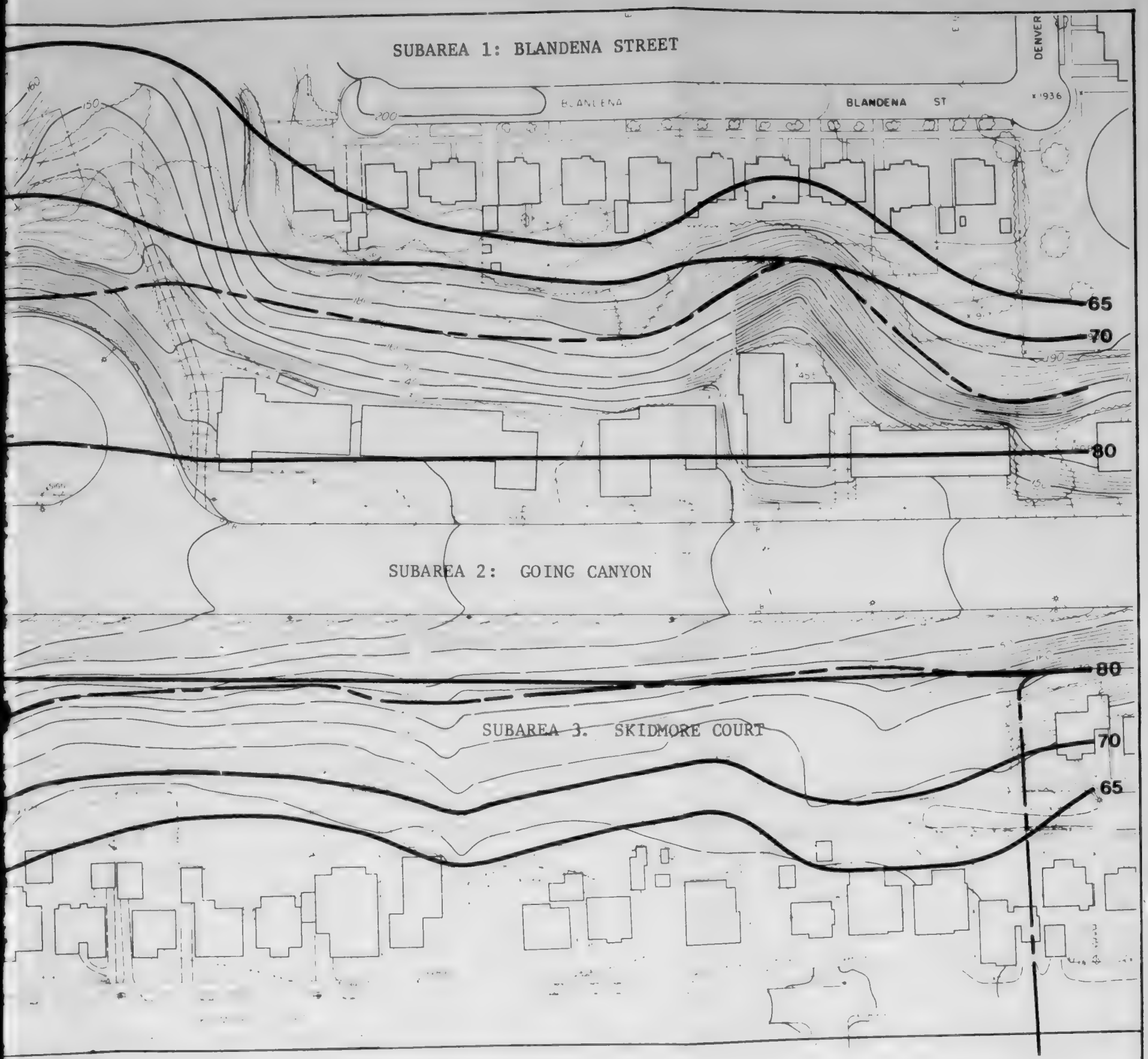
The occasional days of very warm weather in Portland each year result in increased noise exposure for study area residents on those days. Since most of the structures in the study area are not air conditioned, the only practical means of increasing interior ventilation is by opening windows, especially during late afternoon and evening periods. Wind flow also affects the noise climate of the study area. When the frequent westerly winds are blowing, noise from the railroad yard and also Swan Island is increased over the study area, mainly in the western portion. Going Street traffic noise is also increased but only slightly.

Existing Sound Levels. The study area is presently exposed to noise from motor vehicle sources, primarily those traversing Going Street. Railroad operations west of Greeley Avenue and industrial noise on Swan Island create occasional noise, but contribute mainly to the noise environment of the study area's western fringe.

Existing sound levels in the Going Street corridor were determined through the integration of a traffic noise prediction model with extensive noise monitoring. (Technical Report, Section 1.3 discusses the results of the noise monitoring program, as well as the noise monitoring and prediction methodology.) Figure 13 presents the existing sound levels as determined for the afternoon peak hour traffic period, in the form of L_{10} noise contours. At present most of the single family and multiple family dwellings which are situated along Going Street are subjected to exterior noise levels at or above L_{10} 80 dBA. Many more single family dwellings, mainly those on the north side of Prescott Street west of Colonial Avenue (in Subarea 4), experience noise levels above L_{10} 70 dBA. Clearly all of the above dwellings are exposed to outdoor noise levels which are higher than is normally considered appropriate for residential use (exterior noise levels above the FHWA residential noise standard of L_{10} 70 dBA). Many of the remaining dwellings in the study area are in areas of only marginally acceptable outdoor noise levels during afternoon commute traffic, as indicated by the location of the L_{10} 65 dBA contour in Figure 13, A, B, and C.

While traffic noise levels during the afternoon peak traffic hour are high in the study area, traffic at other times of the day produces similarly high noise levels. Indeed, the high percentage (and volume) of diesel and gasoline trucks which travel during the daytime peak truck hour (9:00 a.m. to 10:00 a.m.)

FIGURE 13.A EXISTING L_{10} NOISE CONTOURS IN THE GOING STRE
SUBAREAS 1, 2, AND 3



RS IN THE GOING STREET STUDY AREA FOR 1978 FOR

13.A EXISTING NOISE CONTOURS (SUBAREAS 1, 2, and 3)

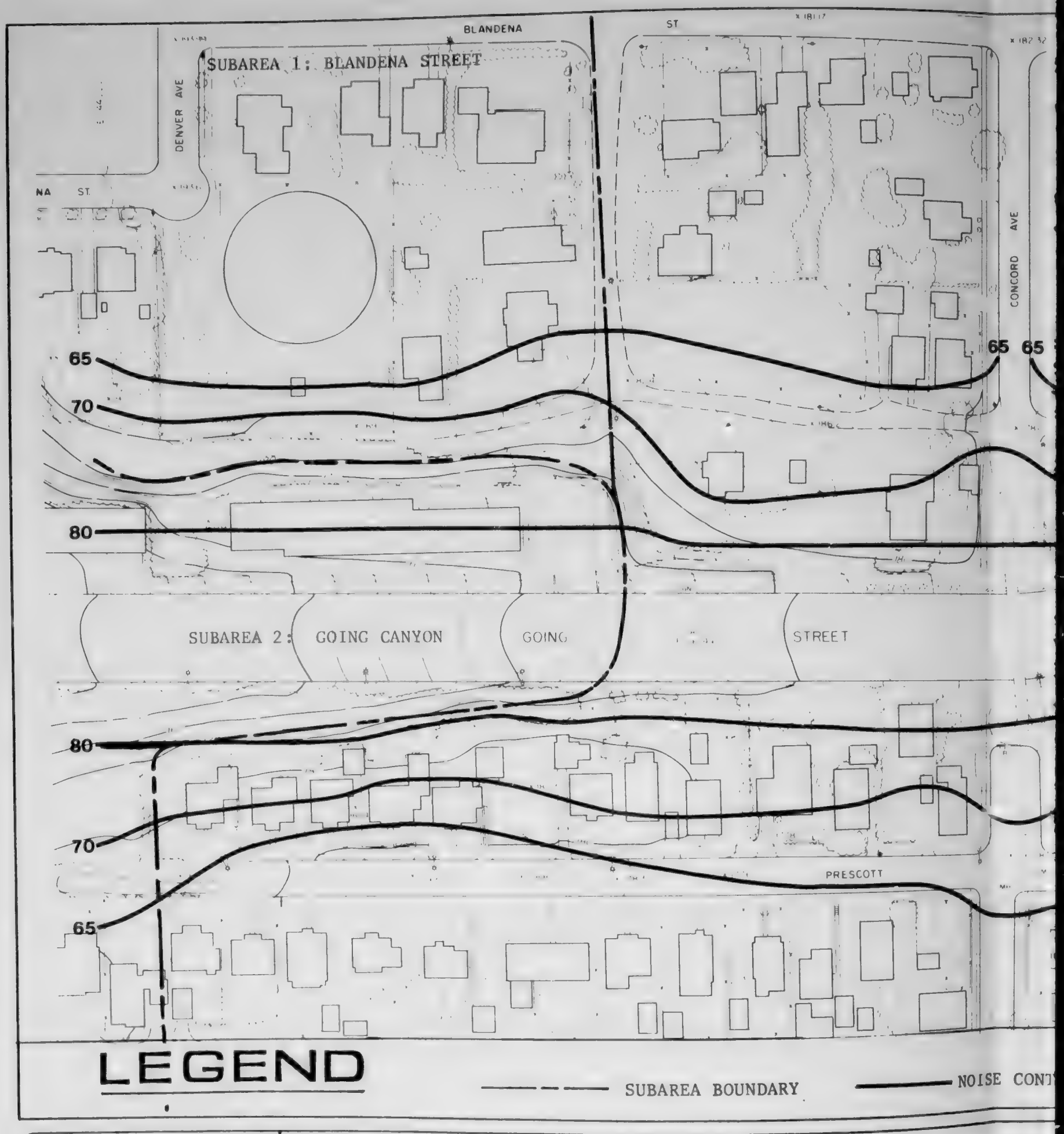
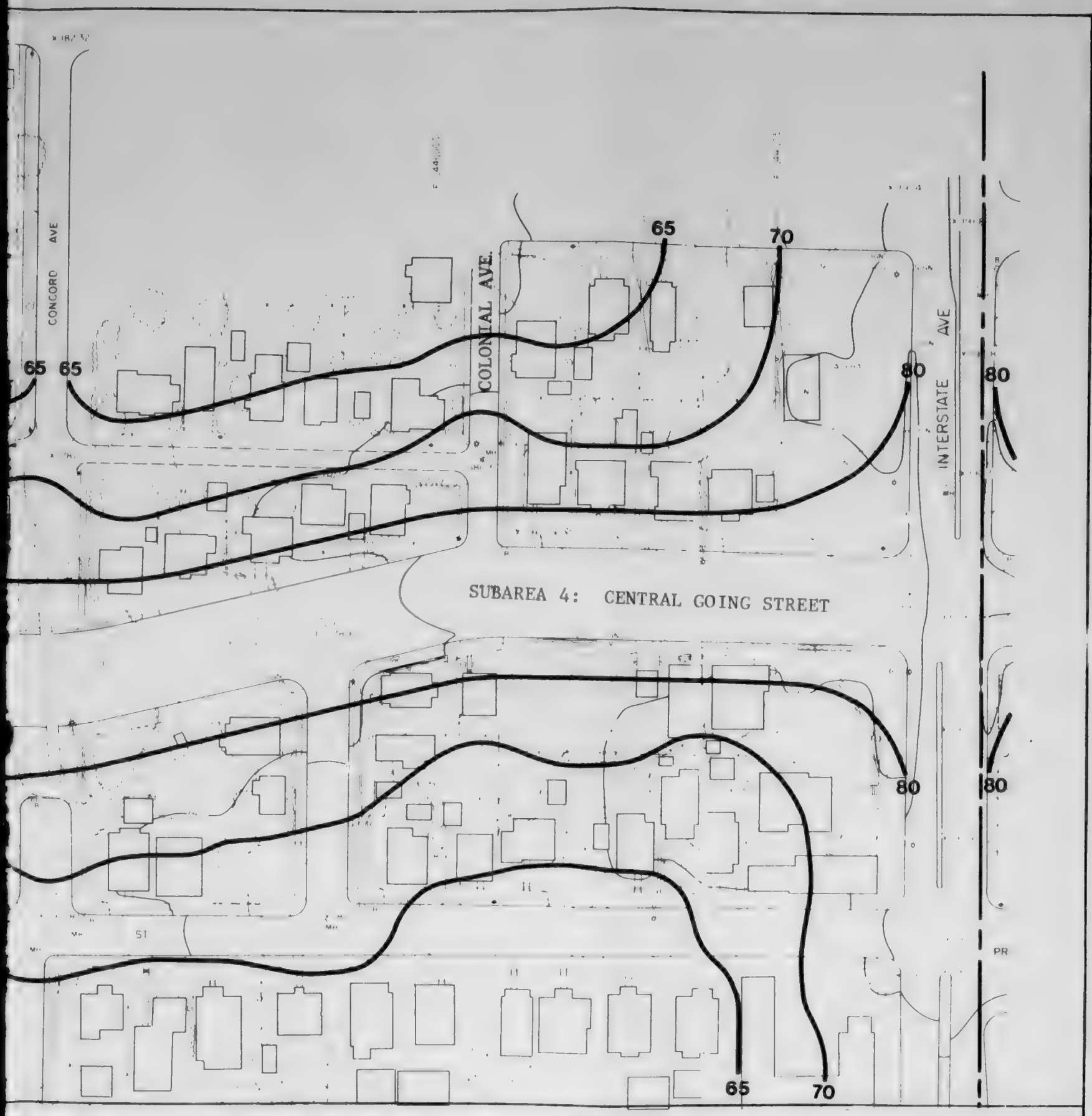


FIGURE 13.B EXISTING L_{10} NOISE CONTOURS IN THE GOING SUBAREAS 1, 2, AND 4



SUBAREA 4: CENTRAL GOING STREET

SE CONTOUR

GOING STREET STUDY AREA FOR 1978 FOR

13.B EXISTING NOISE CONTOURS (SUBAREAS 1, 2, and 4)

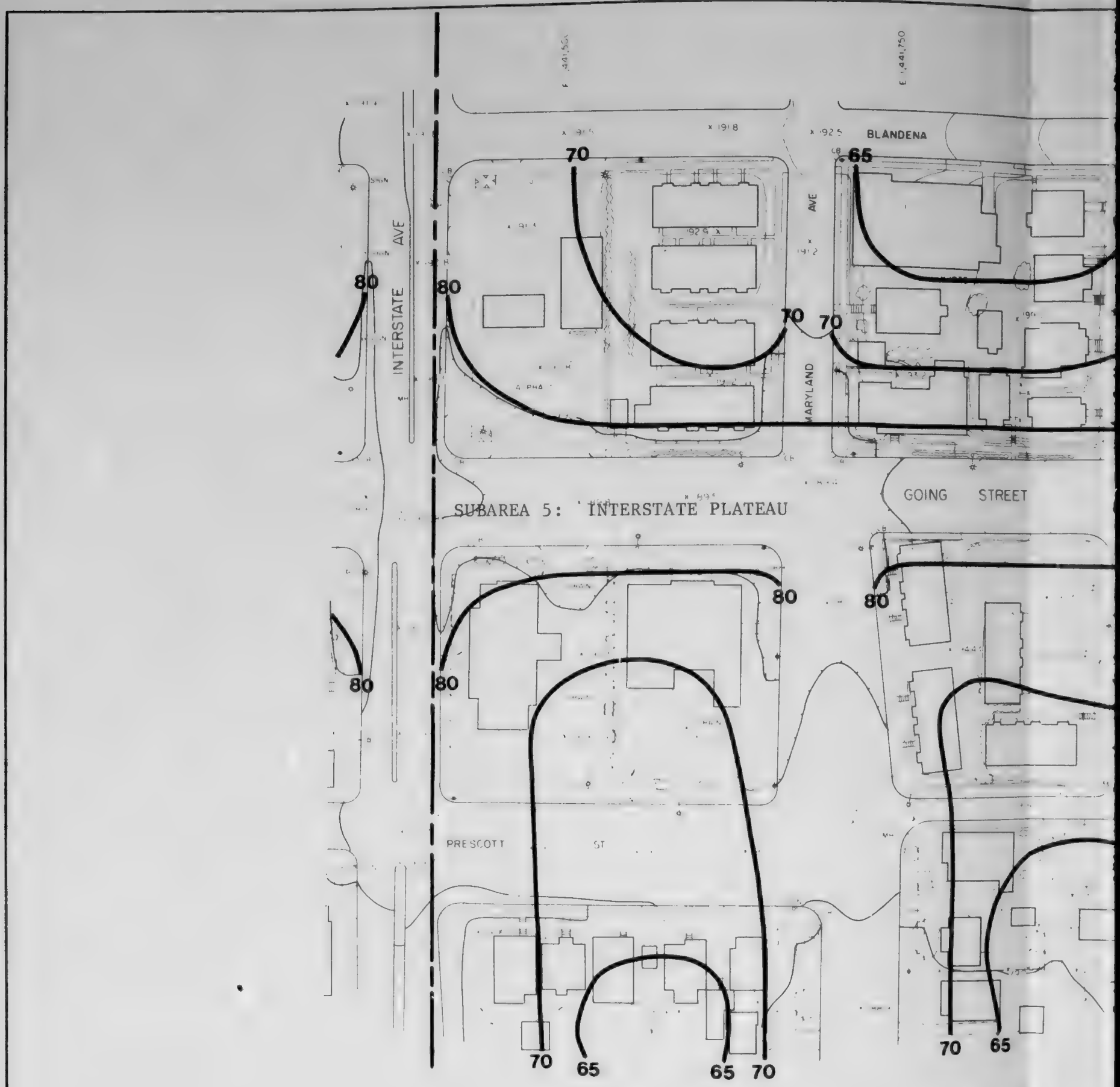


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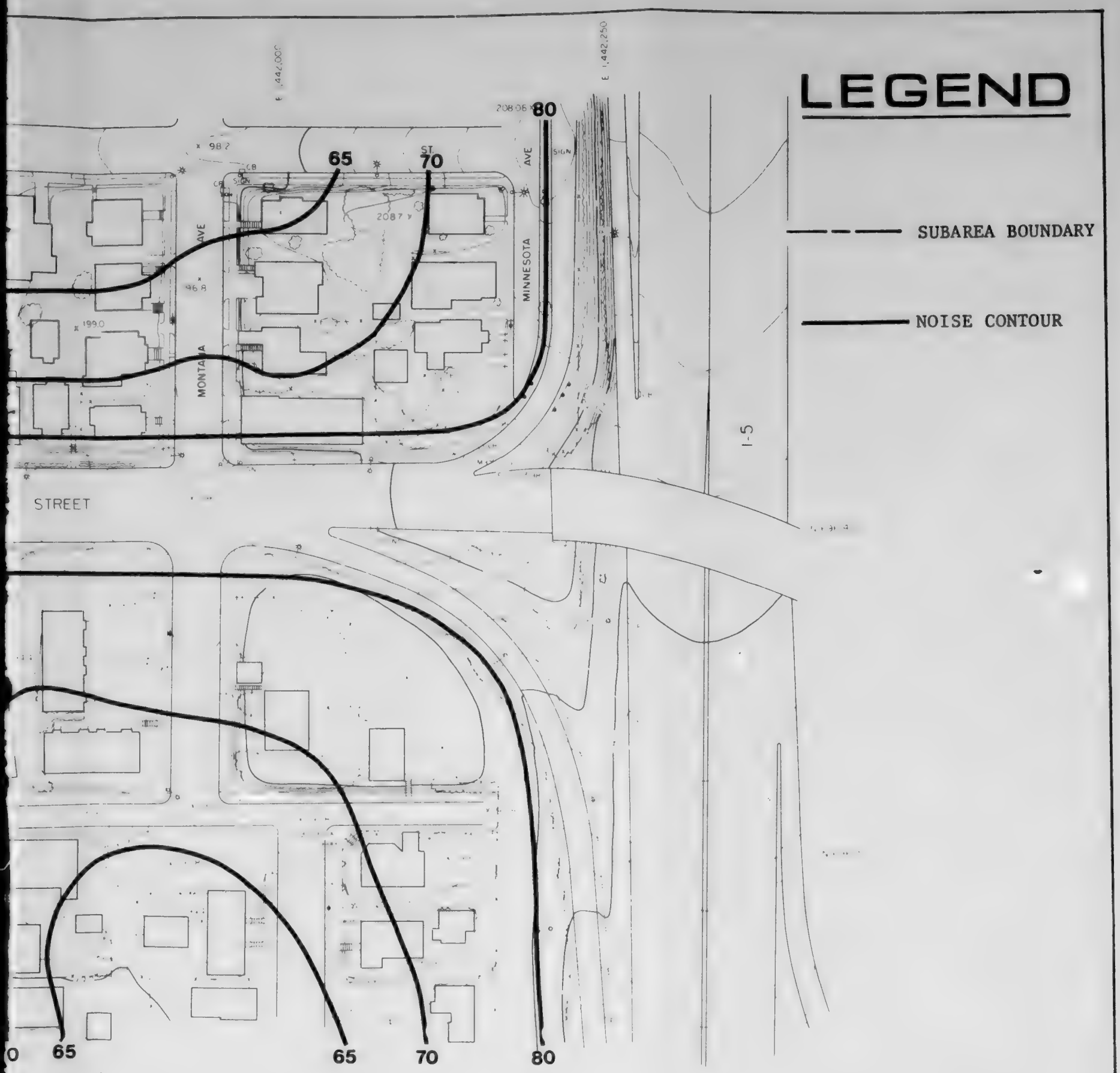
FIGURE 13.C EXISTING L_{10} NOISE CONTOURS IN THE GOING STR



IN THE GOING STREET STUDY AREA FOR 1978 FOR SUBAREA 5

13.C EXISTING NOISE CONTOURS (SUBAREA 5)

results in L_{10} noise levels which are actually higher than the peak afternoon levels, by nearly one dBA. The morning peak commute traffic produced L_{10} noise levels slightly lower than the afternoon commute. The lowest noise levels during daytime hours normally occur in the early afternoon, before the afternoon commute traffic begins. Even so, during this time noise levels are not appreciably (less than three dBA) lower than the commute traffic noise levels.

The character of the traffic noise varies during the daytime, however, between the commute and non commute periods. Non commute traffic on Going Street consists of a higher volume of trucks, but with a lower volume of traffic overall compared with commute traffic. This results in a larger variation in noise levels with time in the study area: high noise levels during the passage of trucks and lower noise levels during occasional breaks in the traffic. During commute traffic the variation in noise levels with time is generally less pronounced. Relatively steady, high noise levels result from the commute traffic, with less pronounced peaks apparent during truck passages, and infrequent periods of lower noise levels associated with lulls in the traffic.

During the evening and the nightime hours noise levels diminish in the study area, as truck and automobile volumes decrease. Nighttime L_{10} noise levels are typically six to eight dBA lower than daytime levels, as the frequency of high noise levels, associated mainly with truck traffic, is reduced. Even so, the nighttime traffic noise is of concern in the study area, as the peak noise levels associated with each truck passage are similar to daytime levels.

There is considerable existing vibration noise due to heavy truck movements on Going Street. This vibration exposure is especially noticeable in Subareas 2, 3, and 4 and most evident within 500 feet from Going Street. The nature of groundwave condition of this vibration is such that the problem does not lend itself to improvements by insulation of structures or changes in foundation design. Vibration, indoors and outdoors, is an especially serious problem in Subarea 2. Most of the vibration is felt during passage of laden trucks. The vibration is greatest close to the roadway, diminishing rapidly with increasing distance from the source.

Residents in the vicinity of Going Street have expressed varying degrees of concern regarding noise and vibration exposure they experience. A sizable percentage of the local population has related considerable annoyance from noise through statements at citizens' meetings and public hearings. Annoyance from traffic noise is severe for outdoor environments within 500 feet of Going Street, and severe for indoor environments within 100 feet of Going Street.

Components of Noise. Noise emitted from the heavy diesel trucks using Going Street originates from several different components of the trucks. The loudest components are the engine, fan and exhaust, each emitting similarly high noise levels. When accelerating or traveling upgrade, trucks emit higher sound levels. Tire and aerodynamic noise is of lesser importance at the travel speeds on Going Street, except for downgrade operations. In total the peak noise levels from heavy diesel trucks on Going Street average about 80 to 85 dBA at passby distances of 50 feet. Levels may be several dBA higher when the trucks are heavily loaded, accelerating or traveling uphill.

Noise levels from singular automobiles are much lower (approximately 15 to 20 dBA lower) than from trucks. However, the cumulative contribution of automobiles to the overall highway noise is very important, since automobiles make up a large proportion of the total traffic flow. Tire noise is the dominant source of noise from automobiles, except when accelerating, when engine and exhaust components are more important.

The remainder of this analysis, including the noise reduction effectiveness of the proposed alternatives, will address the afternoon peak traffic hour noise levels in the study area. Noise mitigation alternatives which are effective in reducing exterior and interior noise levels to acceptable levels during this period would also be similarly effective during the other periods of the day, including nighttime hours.

SUBAREA 1. Outdoor noise levels during the afternoon commute traffic are below L_{10} 70 dBA at all but one of the single family dwelling units in Subarea 1. Several of the dwelling units overlooking Going Street are sheltered by terrain from the Going Street noise, with levels below L_{10} 65 dBA. Portions of several yards have noise levels at or slightly above L_{10} 70 dBA near the edge of the

ravine; however, the lone residence with a noise level which is slightly above L_{10} 70 dBA is located at 2145 Going Street, north of the Going Street/Greeley Avenue connection but below the top of the North Portland plateau (see Figure 13.A).

In addition to traffic noise from Going Street, traffic noise from Greeley Avenue and railyard and industrial noise from Swan Island affect the western portion of Subarea 1; however, noise from these sources is secondary in importance to the Going Street noise.

Another unusual local feature of sound propagation involves reflection of Going Street traffic noise from a water tower situated in the eastern portion of Subarea 1. The affected dwellings appear to be those closest to the tower, on Blandena Street between Denver and Campbell Avenues, and on Campbell Avenue. In the backyard of 4651 Campbell Avenue, reflections of traffic noise in the ravine off the water tower was quite noticeable during noise measurement. Nevertheless, direct propagation from Going Street probably remains the chief source of noise in this area.

Interior noise levels (with windows closed) appear to be relatively low at many of the dwellings in Subarea 1. Typically a 20 dBA outdoor to indoor noise reduction is achieved by well constructed wood frame buildings under closed window conditions. With windows open the reduction is usually about 10 dBA. Thus, levels should generally be below about L_{10} 45 dBA, and the Going Street traffic should be only slightly audible. Probable exceptions would be the dwellings exposed to exterior noise levels above L_{10} 65 dBA, particularly the dwelling at 2145 Going Street. Also under open window conditions (especially facing Going Street) the traffic noise heard inside the Subarea 1 dwellings would be quite noticeable (about L_{10} 55 dBA, except about L_{10} 60 dBA at 2145 Going Street).

SUBAREA 2. Outdoor noise levels at all of the multiple family dwellings in this subarea are at or above L_{10} 80 dBA during the peak p.m. hour, along the building exteriors nearest Going Street. Factors contributing to these very high noise levels are (i) the proximity of the multiple family dwellings to the Going Street traffic, and (ii) the steep uphill grade which the trucks must

traverse. The steep grade increases the noise output from the trucks, especially where they must down shift to maintain sufficient power to negotiate the grade. Also, localized areas of pavement irregularities, including potholes, in Going Street produce mechanical jostling of large trucks that can be a highly obtrusive noise source.

Interior noise levels are also quite high in the multiple family dwellings in this subarea. Noise levels averaging near L_{10} 60 dBA were recorded inside two of the dwellings (see Technical Report, Section 3). Windows were closed during the measurements. With windows open, interior noise levels would be very high, near L_{10} 70 dBA.

SUBAREA 3. Noise levels in this subarea are similar to the levels in Subarea 1. Note, however, that none of the single family dwellings is exposed to noise levels above L_{10} 70 dBA. In fact, most of the dwellings have exterior noise levels below L_{10} 65 dBA. Still, when outside mainly in backyards, the traffic noise is quite apparent. Based upon interior noise measurements at two of the dwellings in this subarea, interior noise levels at all of the dwellings in this subarea should be quite low when windows are closed. With the windows open, however, Going Street traffic noise would be quite noticeable, with levels generally to almost L_{10} 55 dBA. At the westernmost dwelling, second story level, traffic noise which originates from both Going Street and Greeley Avenue produces inside noise levels near L_{10} 60 dBA with windows open.

SUBAREA 4. Outdoor noise levels at the single family dwellings which front directly on Going Street are very high in this subarea, with levels near L_{10} 80 dBA. Those dwelling on the north side of Prescott Street west of Colonial Avenue have noise levels which are not quite as high, but still well above L_{10} 70 dBA. Several other single family dwellings in the subarea are in locations with exterior noise levels above L_{10} 65 dBA (see Figure 13.B). Clearly the Going Street traffic noise pervades the environment of this subarea. Trucks traveling along Going street also create vibration, particularly at the dwelling closest to the roadway. As in Subarea 2, interior noise levels are quite high, possibly near L_{10} 60 dBA with windows closed at some of the dwellings closest to Going Street. With windows open, interior noise levels will remain at their present barely tolerable levels.

SUBAREA 5. In this subarea the Going Street traffic noise is again very high (near L_{10} 80 dBA) at the adjacent dwellings which includes both multiple family and single family dwellings, as well as the convent and the fire station dormitory. The closest dwellings to Going Street, especially those with considerable window coverage facing the roadway experience indoor noise levels approximating L_{10} 60 dBA. Vibration from trucks traveling the roadway is also apparent.

In addition to the Going Street traffic noise, traffic on the I-5 Freeway, Interstate Avenue and Maryland Avenue contributes to the noise climate of Subarea 5. The I-5 Freeway is a significant noise source in the eastern third of the subarea, exposing several dwellings to noise levels above L_{10} 70 dBA (see Figure 13.C). While Interstate Avenue traffic produces considerable noise, it does not appreciably add to the noise environment of dwellings in the subarea. Occasional truck (and automobile) traffic on Maryland Avenue south of Going Street exposes several dwellings to noise levels slightly above L_{10} 70 dBA.

ALTERNATIVE A

IMPACTS AND MITIGATION MEASURES

Table 6 summarizes noise exposure to residences for each alternative.

Under Alternative A the noise environment of the study area would not appreciably change. Generally, a minor increase of one dBA would occur in the study area by 1990 as a result of increased traffic volumes on Going Street. (Compare Figures 13 & 14). The four westernmost dwellings in Subarea 1, however, would experience a significant increase of four dBA in the afternoon peak traffic noise levels, primarily as a result of projected large increases in traffic volumes on Greeley Avenue south of Going Street, and on the northern connection between Greeley Avenue and Going Street. This increase would bring noise levels at each of the four westernmost dwellings in Subarea 1 to over L_{10} 70 dBA (the FHWA residential noise standard). For the three westernmost dwellings the front yard noise levels (north side of dwellings) would remain within the FHWA standard. No mitigation measures are proposed.

TABLE 6. COMPARATIVE ANALYSIS OF SOUND LEVEL EFFECTIVENESS BY ALTERNATIVE

ALTERNATIVES	ESTIMATED NUMBER OF DWELLING UNITS EXPOSED TO ESTERIOR SOUND LEVELS				ESTIMATED NUMBER OF DWELLING UNITS EXPOSED TO INTERIOR SOUND LEVELS	
	80 dBA OR GREATER	70 dBA OR GREATER	65 dBA OR GREATER	BELOW 65 dBA	55 dBA OR GREATER	LESS THAN 55 dBA[d]
Existing Conditions (1978)	58	124	169	31	90	110
Alternative A (1990)	73	129	174	26	97	103
Alternative B (1990)[a]	0	7	42	83	0	125[f]
Alternative C (1990)[b]	37	93	130	34	28	136
Alternative D (1990)[c]	49	99	135	65	73	127
Selected Combination Alternative (1990)[e]	0	8	61[e]	70	0	131[e,f]

a Alternative B includes removal of approximately 75 dwelling units.

b Alternative C includes removal of approximately 36 dwelling units.

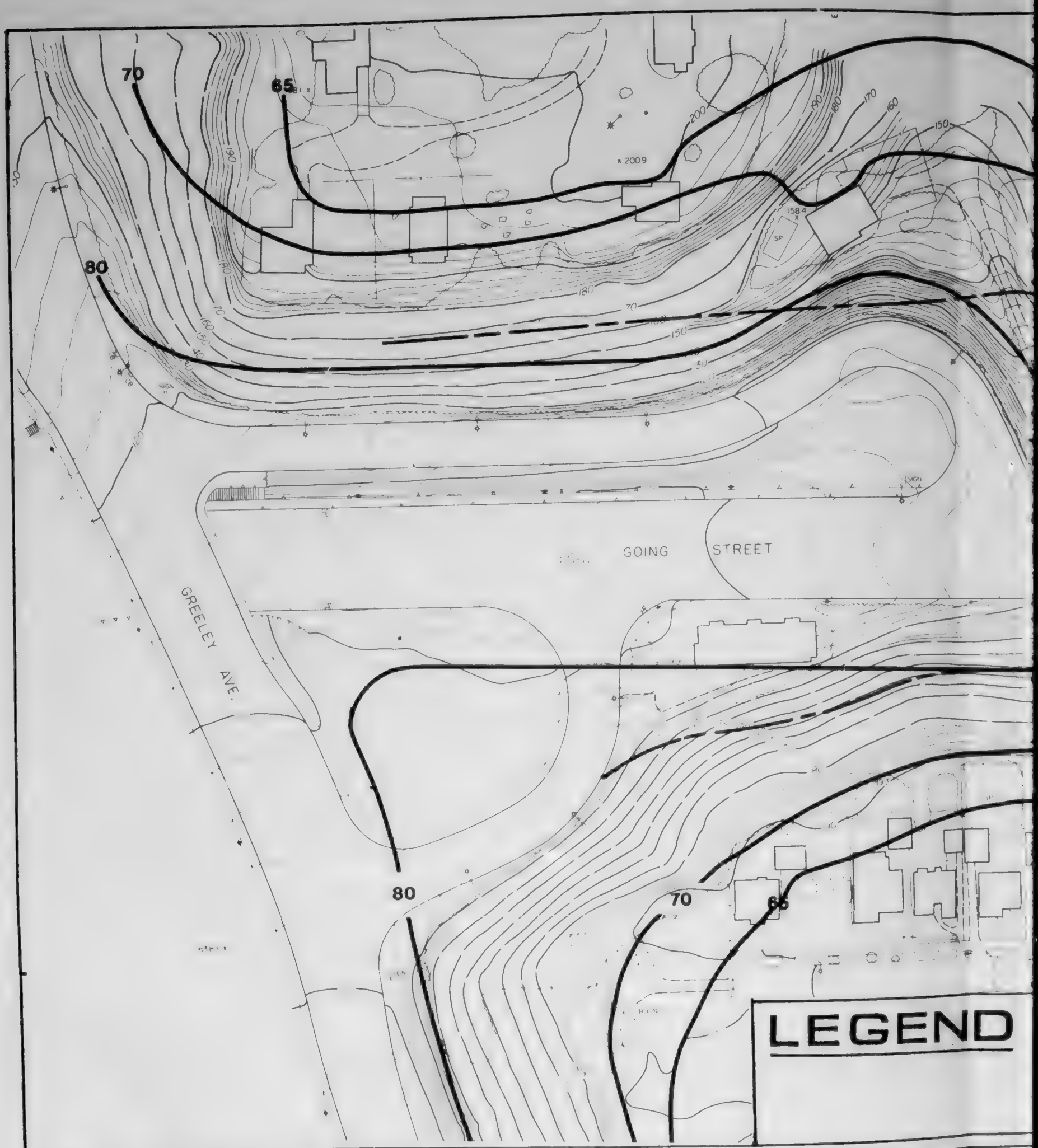
c Estimates assuming moderate compliance with Alternative D.

d Assumes closed windows.

e The Selected Combination Alternative includes removal of approximately 69-75 dwelling units.

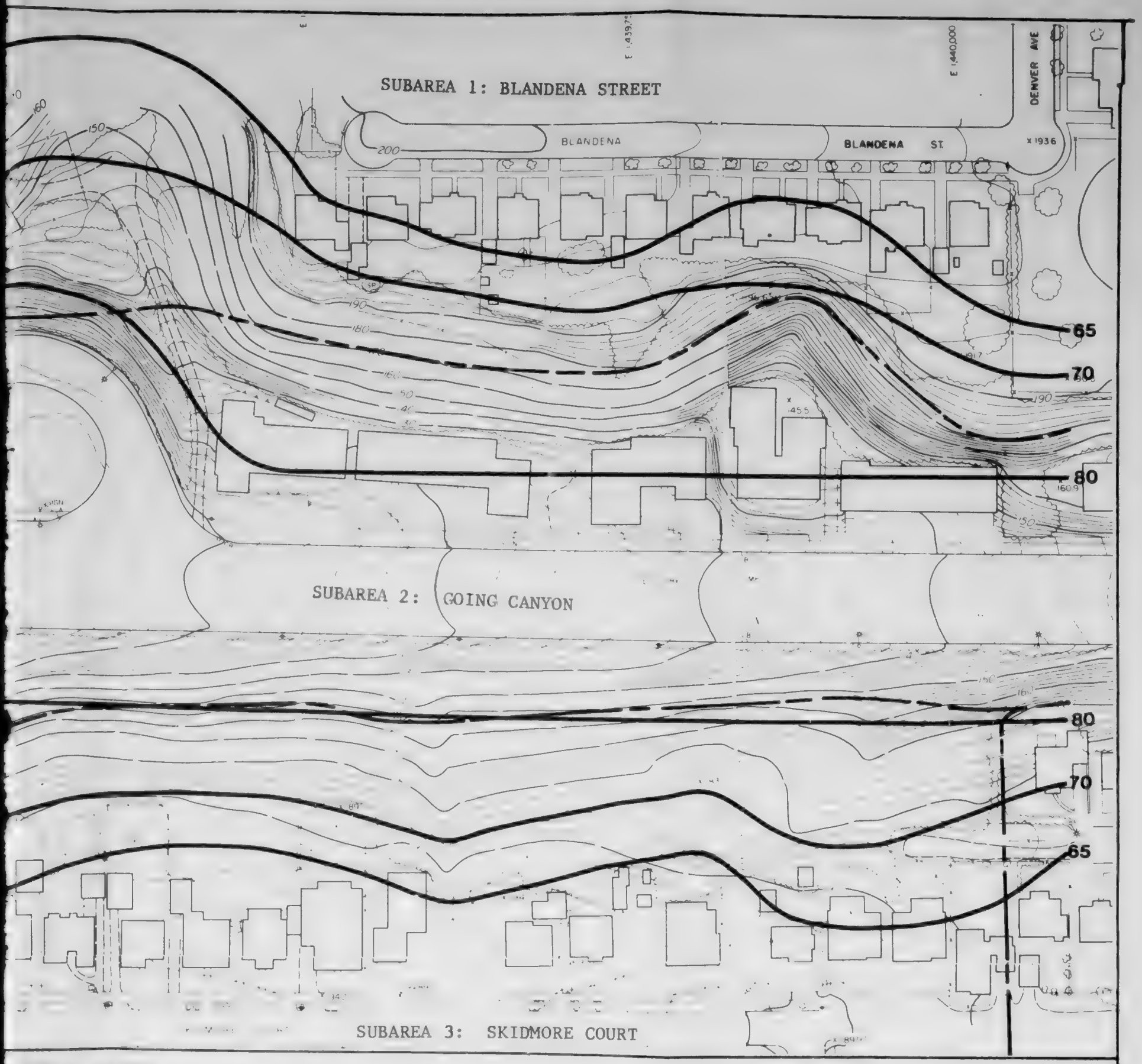
f Applies to first story only.

Source: Earth Metrics Incorporated, 1979.



SCALE
1"=100'

FIGURE 14.A ALTERNATIVE A L_{10} NOISE CONTOURS FOR 199



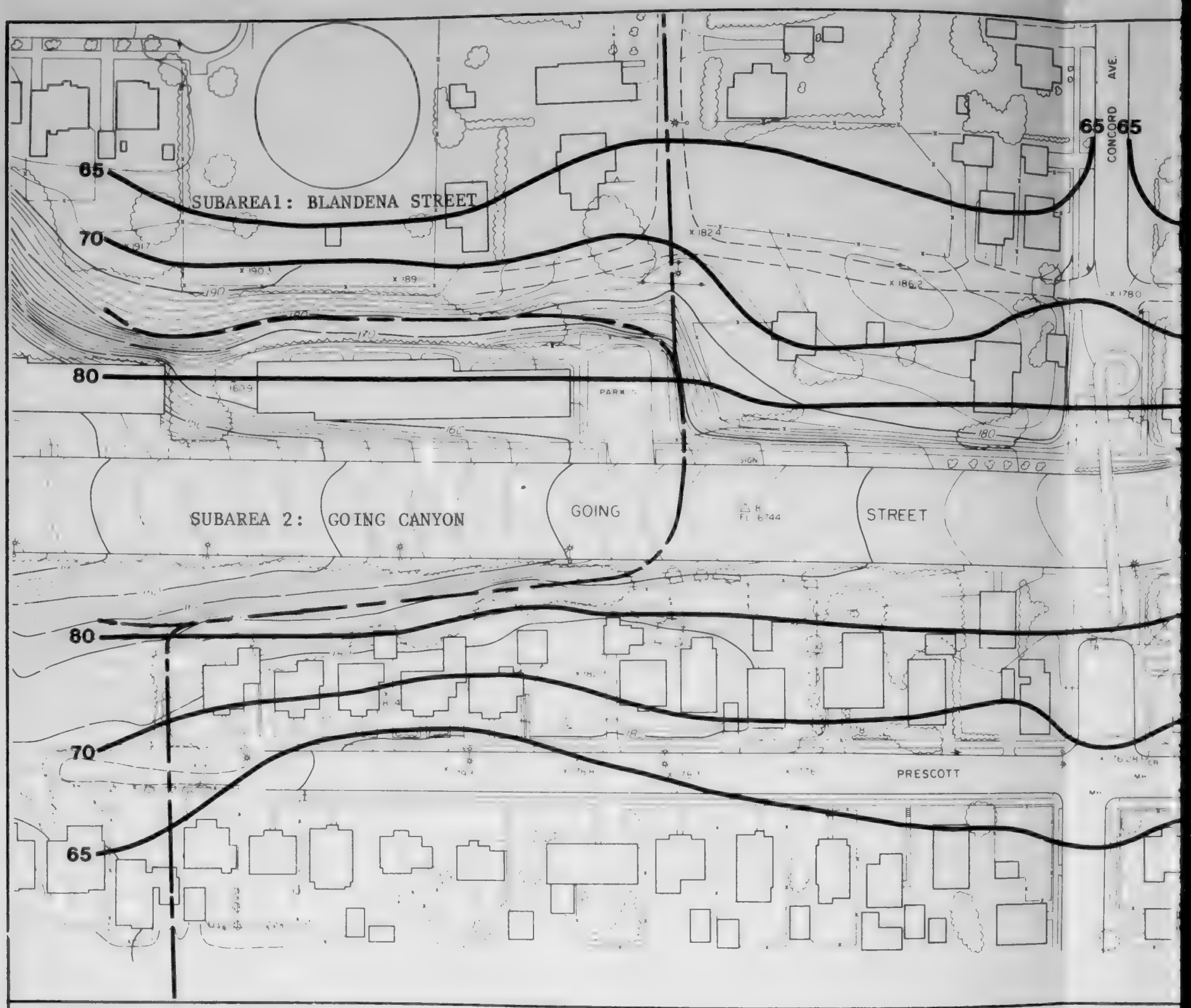
END

——— SUBAREA BOUNDARY

——— NOISE CONTOUR

ONTOURS FOR 1990, FOR SUBAREAS 1, 2, AND 3

14.A ALTERNATIVE A
NOISE CONTOURS 1990
(SUBAREAS 1, 2, and 3)



LEGEND

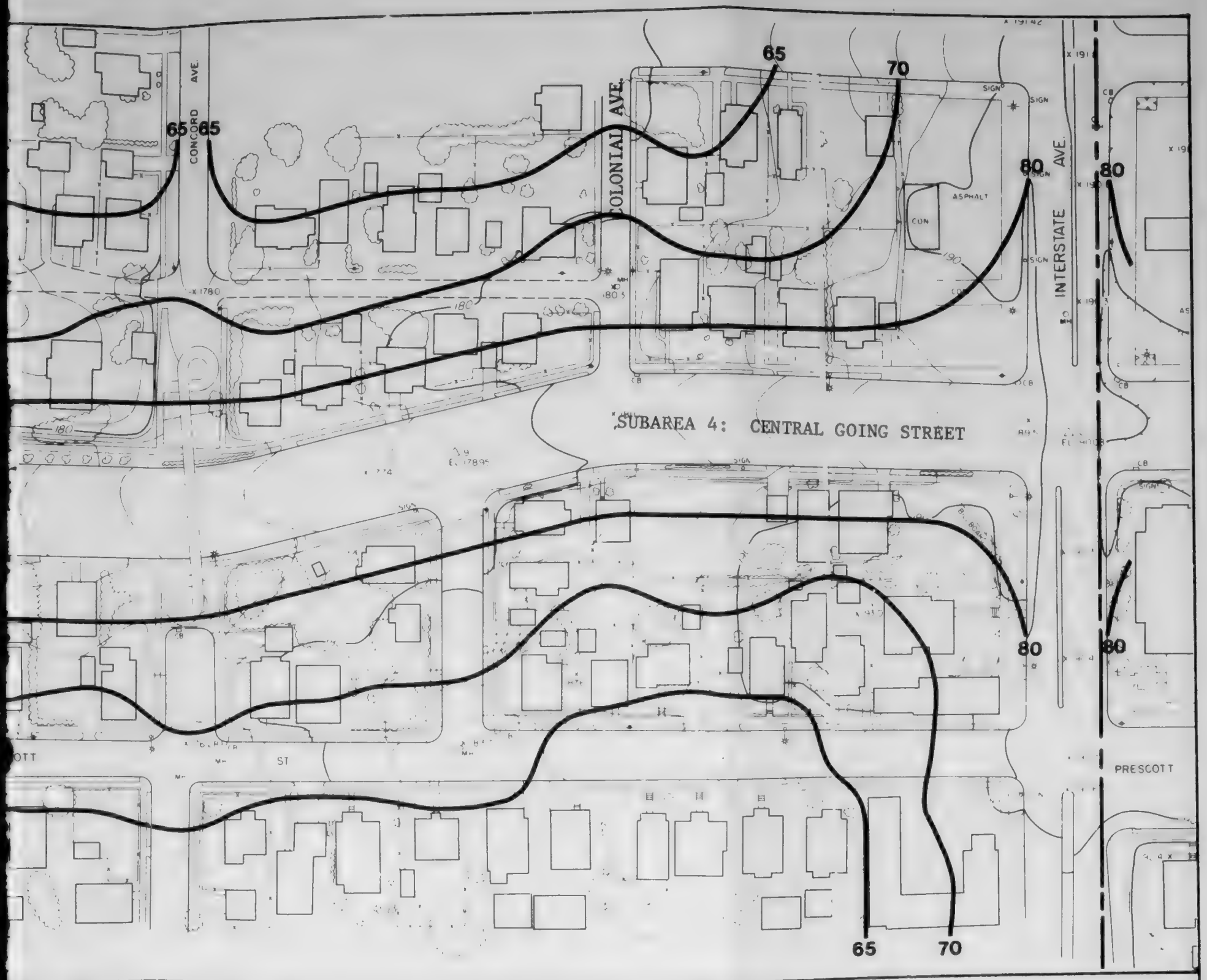
SUBAREA BOUNDARY

NOISE CONTOUR

N

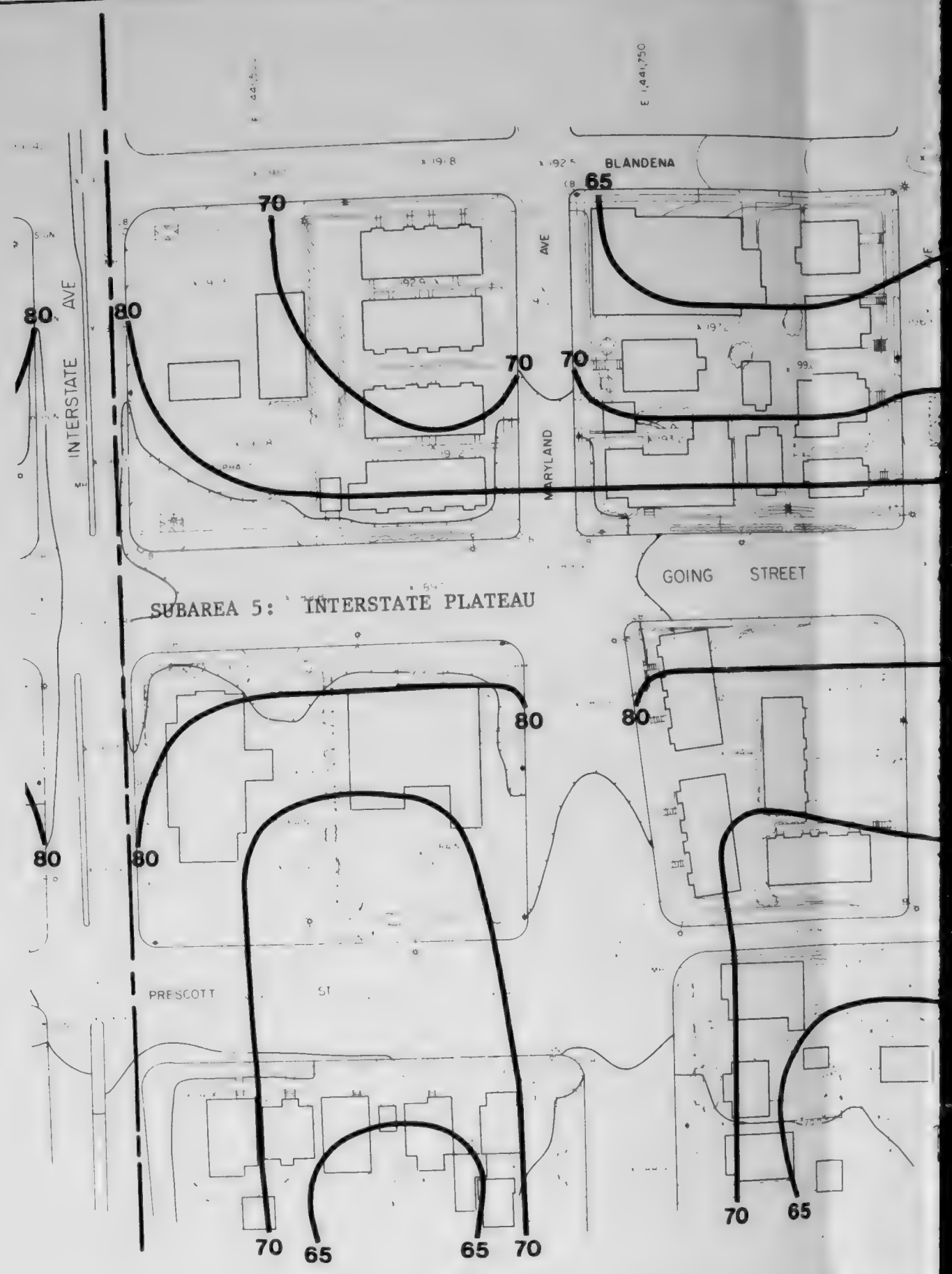
SCALE
1"=100'

FIGURE 14.B ALTERNATIVE A L_{10} NOISE CONTOURS FOR 1990, FO



E CONTOURS FOR 1990, FOR SUBAREAS 1, 2, AND 4

14.B ALTERNATIVE A
NOISE CONTOURS 1990
(SUBAREAS 1, 2, and 4)



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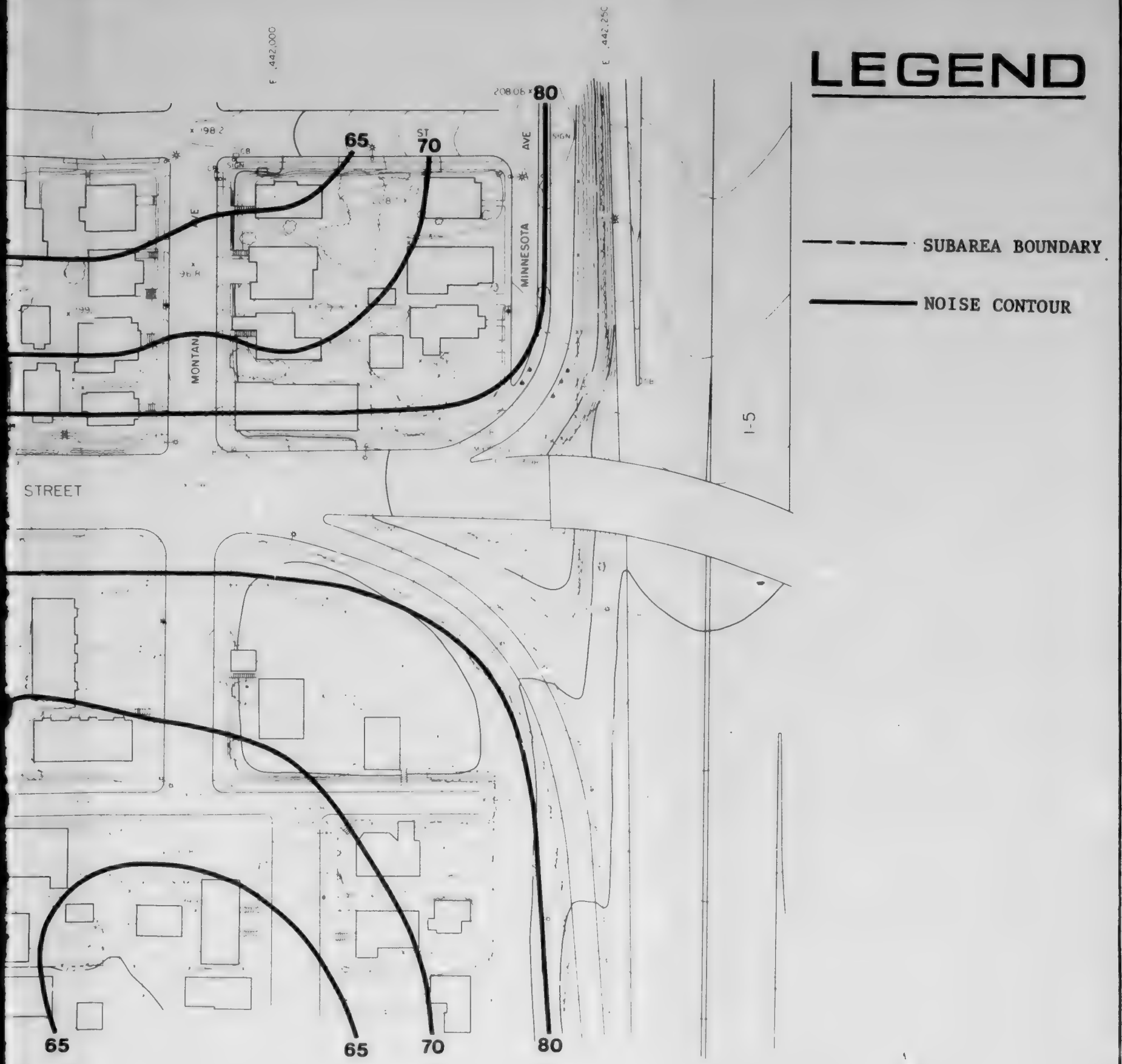
1"=100'

FIGURE 14.C ALTERNATIVE A L_{10} NOISE CONTOURS FOR 1990, F



URS FOR 1990, FOR SUBAREA 5

14.C ALTERNATIVE A
NOISE CONTOURS 1990
(SUBAREA 5)

ALTERNATIVE B

IMPACTS

The intention of this alternative is to reduce exterior and interior noise levels throughout much of the study area by the erection of noise barriers. This alternative would be effective in most areas, reducing exterior noise levels approximately seven to ten dBA to below the FHWA residential noise standard of L_{10} 70 dBA for residences behind the barrier. (see Figure 15 and Table 6). Figures 15, A, B, and C follow mitigation measures.

The proposed noise barriers would have minimal to no effect in reducing exterior noise levels at the second story level of most, if not all two story dwellings in the study area. (Achieving interior sound level reductions would require soundproofing of the second story levels, as in Alternative C. This soundproofing would be ineffectual during warm weather, if second story windows exposed to the Going Street traffic noise were opened to provide ventilation. Such second story soundproofing is not part of the project alternative.)

Construction Impacts. Construction of the noise barriers would produce short term high noise levels in the study area. Heavy equipment (such as backhoes and bulldozers) which would be used for the trenching of the noise wall foundation, and for the construction of the earth berms, would be the primary noise sources. In Subareas 1 and 3, where the noise barrier would be significantly removed from Going Street, the construction noise levels would be elevated noticeably above the existing traffic noise levels at the residences. However, the duration of the construction noise would be very short, on the order of one or two days. In Subareas 4 and 5 the construction operations would not produce noise levels much different from the existing traffic noise at the adjacent dwellings. In Subarea 2 the demolition or removal of the multiple family dwellings would produce noise which potentially could be quite noticeable at the single family dwellings in Subareas 1, 3, and 4. If blasting is required for demolition, the noise impact could be quite significant.

SUBAREA 1. Figures 15.A and 15.B present the 1990 Alternative B L_{10} noise contours for this subarea. The proposed noise barrier in Subarea 1 would effectively reduce exterior and interior noise levels for the single family dwellings in Subarea 1, except the four residences most westerly in the subarea. These four residences would require minor soundproofing to achieve acceptable interior noise levels, as described in Alternative C.

The noise barrier would reduce exterior noise levels to below L_{10} 65 dBA at the protected residences, including the backyards. This amounts to about a seven dBA reduction in noise levels, and is a significant improvement in the outdoor noise environment, compared with Alternative A. Exterior noise levels would be well below the FHWA residential noise standard of L_{10} 70 dBA. First story interior noise levels would also be reduced to the point that no additional sound reduction measures would be necessary with windows closed. With windows open on the south sides of the dwellings, interior traffic noise levels would be near L_{10} 50 dBA, not particularly loud but still quite audible.

SUBAREA 2. The removal of the multiple family dwellings in this subarea would eliminate the severe exterior and interior noise impacts upon the residents in this area. The noise environment of the areas in which the residents would be relocated would determine the degree of improvement in noise levels which would be attained.

SUBAREA 3. The noise barrier would reduce exterior and interior noise levels by about five dBA at the single family residences in Subarea 3. Exterior levels would be about L_{10} 60 dBA and lower, well below the FHWA residential noise standard. Interior noise levels would be quite low (about L_{10} 40 dBA) with windows closed. With windows open toward Going Street the traffic noise would be noticeable, but not loud.

For the proposed noise barrier to be effective, two sections of the barrier in Subarea 3 would need to be higher than five feet. These sections are where the barrier would be located on the side of the ravine. Barrier heights of up to eight feet might be necessary (in the form of a six foot wall atop two feet of berm). An ideal location for a pedestrian passage through the noise barrier would be where the barrier crosses the small bench below the top of the ravine.

The proposed noise barrier would not provide the above stated noise reduction in two instances. First, the most westerly residence on Skidmore Court would not receive any protection from the noise barrier, as it is not possible to locate the barrier in that area. Second, for all two story residences in Subarea 1 the noise barrier would provide no noise reduction for the second story.

SUBAREA 4. The high noise levels at single family homes in this subarea would be reduced considerably if the proposed noise barrier is constructed. To be effective the barrier height will need to be a minimum of ten feet above the grade of the roadway. Thus in the eastern portions of Subarea 4 where the grade of Going Street is near that of the adjacent properties, the noise barrier height might need to be ten feet (a six foot high noise wall on top of a four foot high earth berm).

The noise reduction which would be achieved at the residences behind the noise barrier would vary, but average about 10 dBA. The highest exterior noise levels at the protected dwellings would then be about L_{10} 65 dBA, below the FHWA residential noise standard of L_{10} 70 dBA. At the homes north of Going Court, exterior noise levels would be about L_{10} 60 dBA. Interior noise levels would probably be acceptable at all of the dwellings in Subarea 4 under closed window conditions (except at second story levels), since most of the dwellings would have interior noise levels near L_{10} 45 dBA. With open window conditions, interior levels would range up to L_{10} 55 dBA, and the Going Street traffic noise would be quite apparent. The proposed noise barrier would provide substantially less noise reduction for the second story levels of residences in Subarea 4.

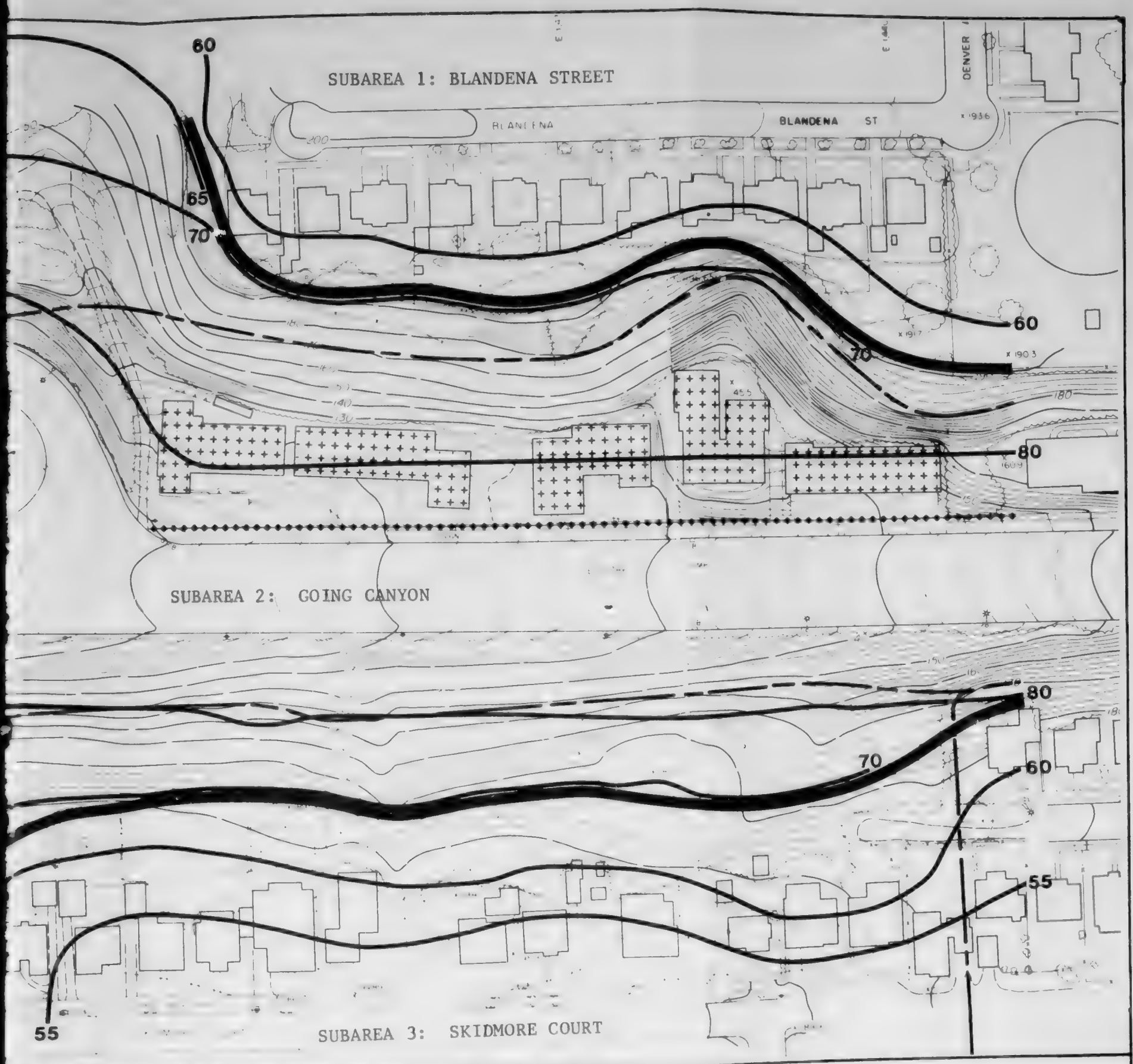
SUBAREA 5. The proposed 12 foot high noise barriers (wall atop berm) in this subarea would significantly reduce the exterior and interior noise levels at the protected multiple family dwellings. South of Going Street the highest exterior noise levels would be about L_{10} 65 dBA. North of Going Street they would be less than L_{10} 65 dBA. Interior noise levels would be relatively low (about L_{10} 45 dBA) in the protected structures, at the first story level with windows closed. The second story level of two story dwellings in Subarea 5 would receive less benefit from the noise barrier.

Areas of Subarea 5 which would not be protected by the proposed noise barriers would be next to Interstate Avenue, south of Going Street, west of Maryland Avenue and near the I-5 Freeway. However, except for the fire station dormitory, no dwellings are exposed to Going Street noise in these areas. The fire station dormitory would be soundproofed in this alternative, the same as in Alternative C. Noise levels along Maryland Avenue south of Going Street would be reduced slightly from existing levels, since traffic volume will decline if left turns between Going Street and Maryland Avenue are prohibited.

MITIGATION MEASURES

During construction all heavy equipment used should be properly muffled. The hours of construction should be limited to normal daytime working hours.

FIGURE 15.A ALTERNATIVE B L_{10} NOISE CONTOURS FOR 1990, IN
STRUCTURES TO BE SOUNDPROOFED, FOR SUBAREAS 1



END

SUBAREA BOUNDARY

NOISE BARRIER (Approx. Location)

STRUCTURES TO BE SOUNDPROOFED (Minor)

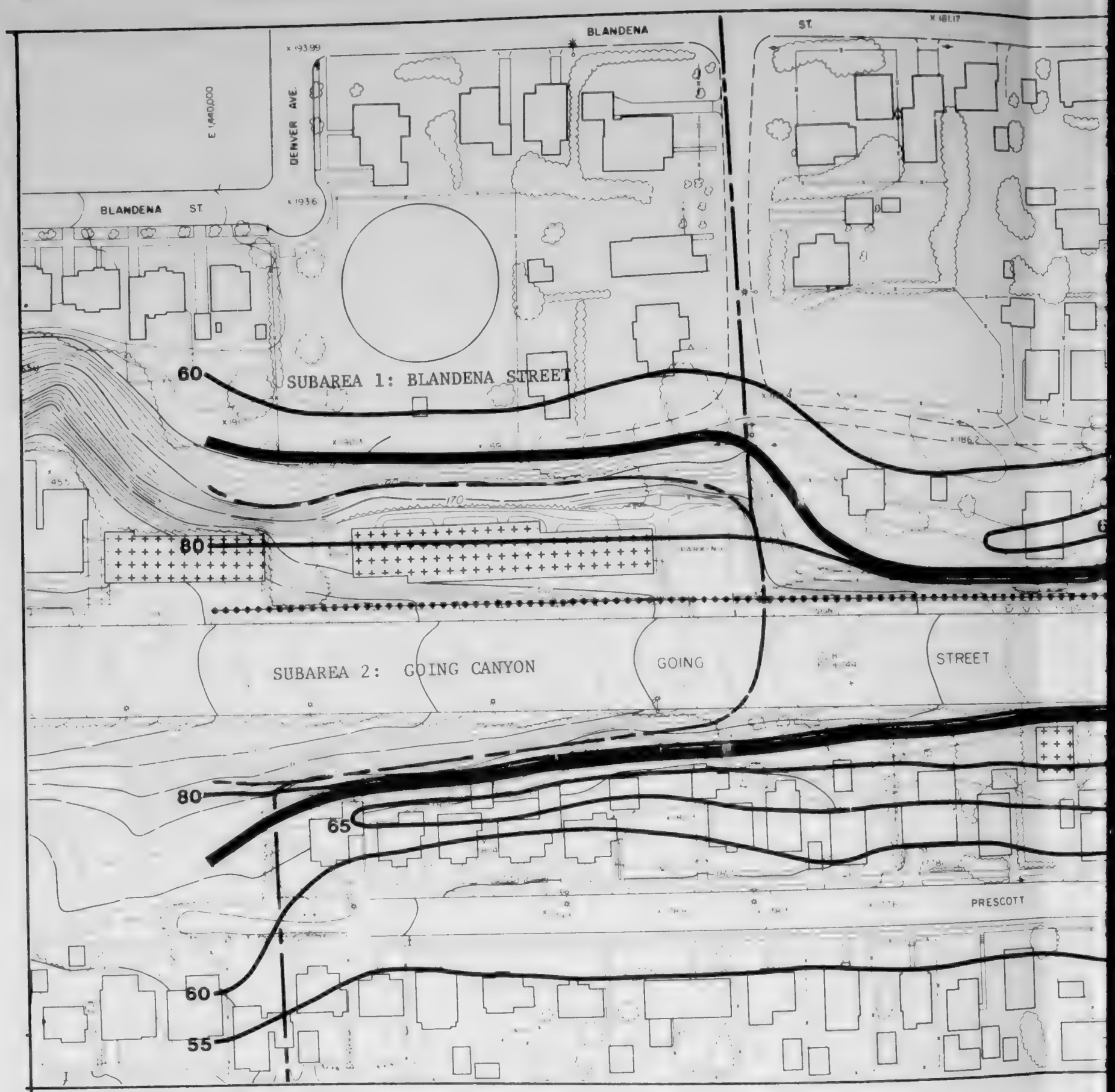
STRUCTURES TO BE REMOVED

NOISE CONTOUR

BIKEPATH

ONTOURS FOR 1990, INCLUDING LOCATION OF NOISE BARRIER AND
OFED, FOR SUBAREAS 1, 2, AND 3

15.A ALTERNATIVE B
NOISE CONTOURS 1990
(SUBAREAS 1, 2, and 3)



LEGEND

SUBAREA BOUNDARY

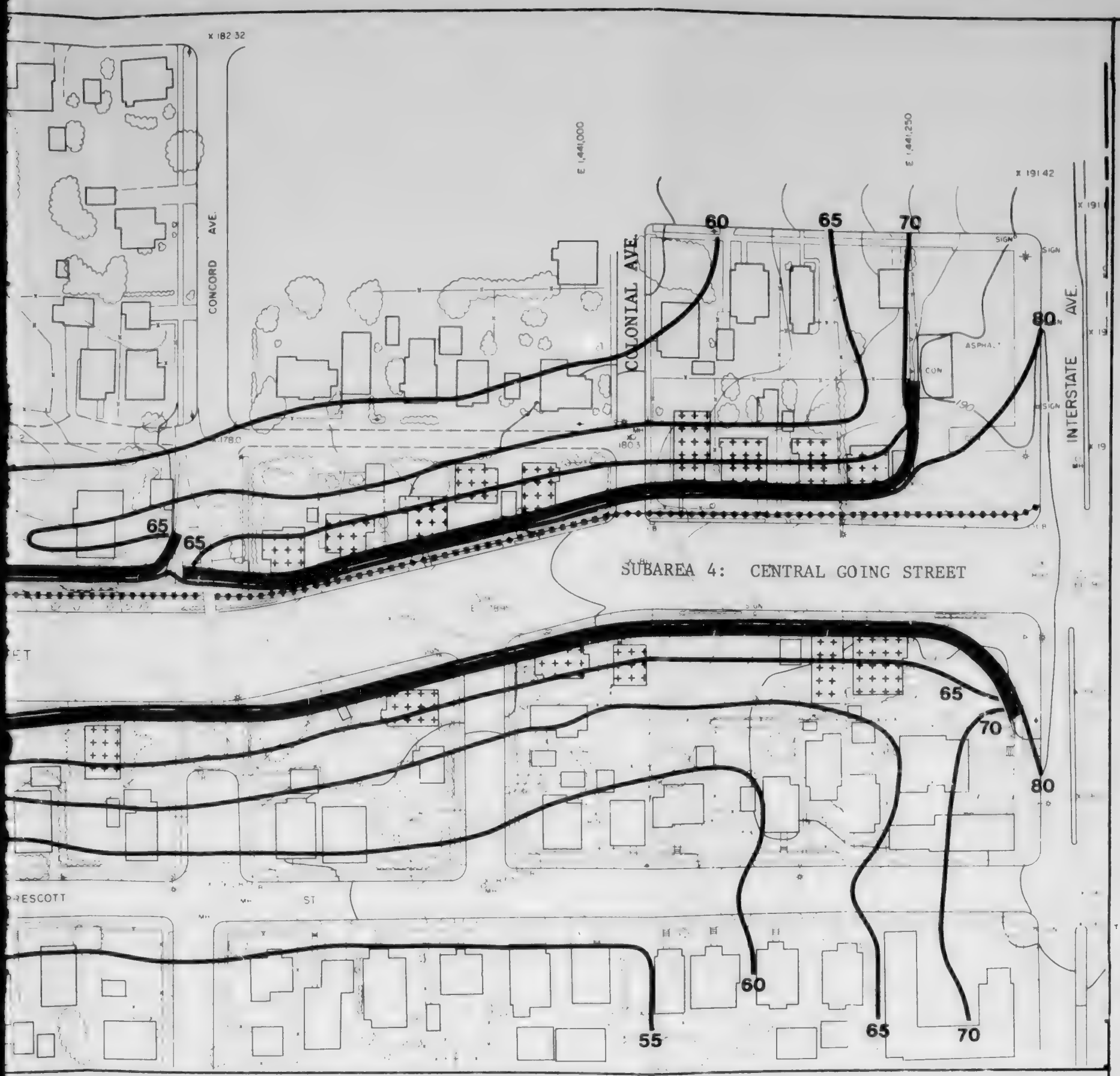
NOISE BARRIER
(Approximate Location)

STRUCTURES TO BE REMOVED

N

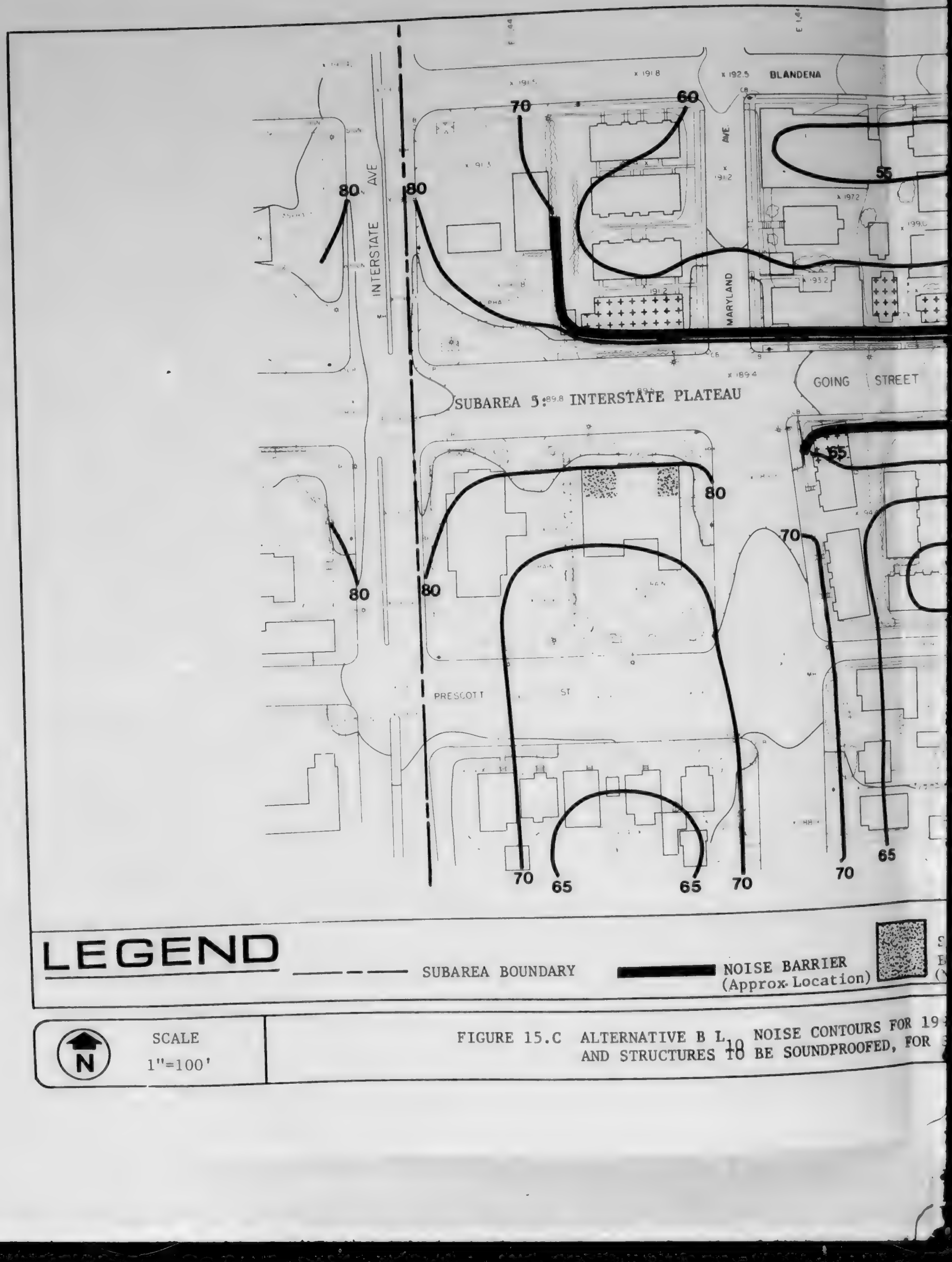
SCALE
1"=100'

FIGURE 15.B ALTERNATIVE B L_{10} NOISE CONTOURS FOR 199
STRUCTURES TO BE SOUNDPROOFED, FOR SUBAR



TOURS FOR 1990, INCLUDING LOCATION OF NOISE BARRIER AND
ED, FOR SUBAREAS 1, 2, AND 4

15.B ALTERNATIVE B
NOISE CONTOURS 1990
(SUBAREAS 1, 2, and 4)



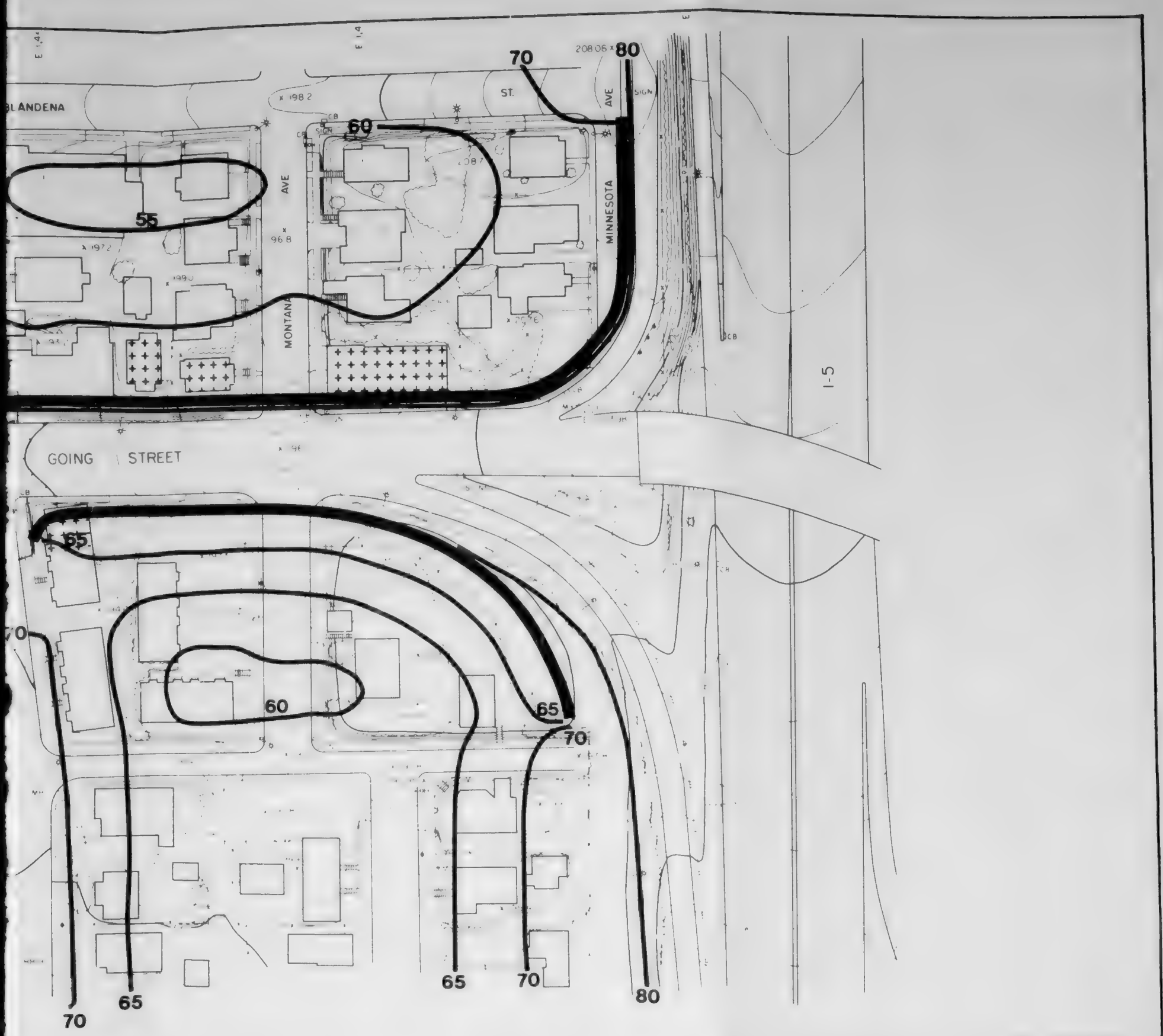
LEGEND

SUBAREA BOUNDARY

NOISE BARRIER (Approx. Location)

SCALE 1"=100'

FIGURE 15.C ALTERNATIVE B L10 NOISE CONTOURS FOR 19
AND STRUCTURES TO BE SOUNDPROOFED, FOR



ARRIER Location)	STRUCTURES TO BE SOUNDPROOFED (Minor)
	STRUCTURES TO BE REMOVED
	NOISE CONTOUR

E CONTOURS FOR 1990, INCLUDING LOCATION OF NOISE BARRIER OUNDPROOFED, FOR SUBAREA 5

15.C ALTERNATIVE B
NOISE CONTOURS 1990
(SUBAREA 5)

ALTERNATIVE C

IMPACTS

The soundproofing alternative would provide acoustical protection only to the interiors of structures along Going Street. No reduction in exterior noise levels would be provided, except in Subarea 5 south of Going Street where Alternative C is identical with Alternative B. The high exterior noise levels are a major shortcoming of this alternative. In Subarea 4 several single family dwellings fronting on Going Street would be demolished. As a result, exterior noise levels would be increased by up to three dBA for the houses on Going Court. (This would occur since the shielding of noise provided by the dwellings to be demolished would be lost.) Figure 16 presents the 1990 exterior L_{10} noise contours for Alternative C. Also shown are residences which would need some degree of soundproofing. The effectiveness of the total soundproofing program is subject to cooperation of local residents, since the mechanisms proposed for implementation are voluntary on the part of residents. Figures 16, A, B, and C follow the discussion on mitigation measures.

It is also important to point out that in many of the single family dwellings which would be soundproofed, the opening of windows to provide ventilation during warm weather would render the soundproofing ineffective.

Construction Impacts. The soundproofing of structures in the study area would result in minimal noise impacts during the installation or construction period. The use of noise producing equipment would be limited primarily to carpentry tools, such as portable power saws, drills, and hammers. The demolition of several single family residences along Going Street in Subarea 4 would be a more significant noise source for the adjacent residents. The noise levels could be quite high, but the duration would be brief, on the order of several days. The construction of the noise barrier in Subarea 5 would also produce high noise levels for a short period of time in that area.

SUBAREA 1. Minor soundproofing would be applied to approximately the single family dwellings in this subarea. The extent of the soundproofing measures

which would be applied would differ from house to house, depending on the exterior noise levels at each house and the existing condition of the structures. Figures 16.A and 16.B show the 1990 exterior L_{10} noise contours for Alternative C. The four single family residences most westerly in the subarea, as well as the end residence at 2146 Blandena Street, would probably require the full complement of soundproofing measures proposed for Subarea 1. The implementation of these measures would bring the interior noise levels in the dwellings down to about L_{10} 45 dBA, except in the dwelling off of Going Street (at 2145 Going Street). Here the reduction in interior noise levels probably would not be fully satisfactory, since the exterior noise levels are projected to be quite high, greater than L_{10} 75 dBA. The remaining single family dwellings in Subarea 1 would require lesser amounts of soundproofing to insure quiet interior noise levels, at or below L_{10} 45 dBA. The precise measures necessary would be determined on a house to house basis, but it is expected that the specialized and costly reinforcement of construction around the foundation and roof/wall interfaces which face Going Street would not be needed.

SUBAREA 2. The very high exterior noise levels in this subarea would require that major soundproofing measures be applied to the multiple family dwellings, if reasonably acceptable interior noise levels are to be obtained. The extensive measures proposed would be effective in reducing the interior noise levels to below L_{10} 50 dBA. Most of the traffic noise would be reduced substantially. However, lower frequency sounds, such as the rumble of heavy trucks, would remain, although these also would be reduced markedly from existing levels. Vibration would also remain unchecked. With major soundproofing approximately 13 dwellings units would be eliminated.

SUBAREA 3. The minor soundproofing measures proposed for Subarea 1 would also be applied to 15 single family residences in this subarea to insure quiet indoor noise levels under windows closed conditions. While the precise soundproofing measures which would be needed would be determined on a house to house basis, it is expected that the installation of storm windows and doors, and thorough weatherstripping and heavy duty caulking around all windows and doors facing Going Street, would be the most extensive measures necessary.

SUBAREA 4. The demolition of the single family residences fronting on Going Street would increase exterior noise levels for many of the remaining dwellings in this subarea. The largest increase, of about three dBA, would occur at the residences northerly of Going Street but east of Concord Avenue, and those southerly of Going Street but east of Colonial Avenue (compare Figure 16B the Alternative C noise contours, with Figure 14, the Alternative A contours). This increase would bring the exterior L_{10} noise levels to above the FHWA residential noise standard of L_{10} 70 dBA for 19 residences.

Interior noise levels in Subarea 4 would be controlled by applying major soundproofing measures to those dwellings with noise levels near L_{10} 80 dBA. This would amount to about 17 of the dwellings in Subarea 4. The remaining residences, approximately 22 units, would require less extensive soundproofing measures, although all of the measures proposed for Subarea 1 might be needed. The precise measures necessary would be determined on a house to house basis. The soundproofing in Subarea 4 as proposed would generally be able to reduce interior noise levels down to about L_{10} 45 dBA, when windows are closed. During warm weather any open windows exposed to the Going Street traffic noise would severely reduce the effectiveness of the soundproofing measures.

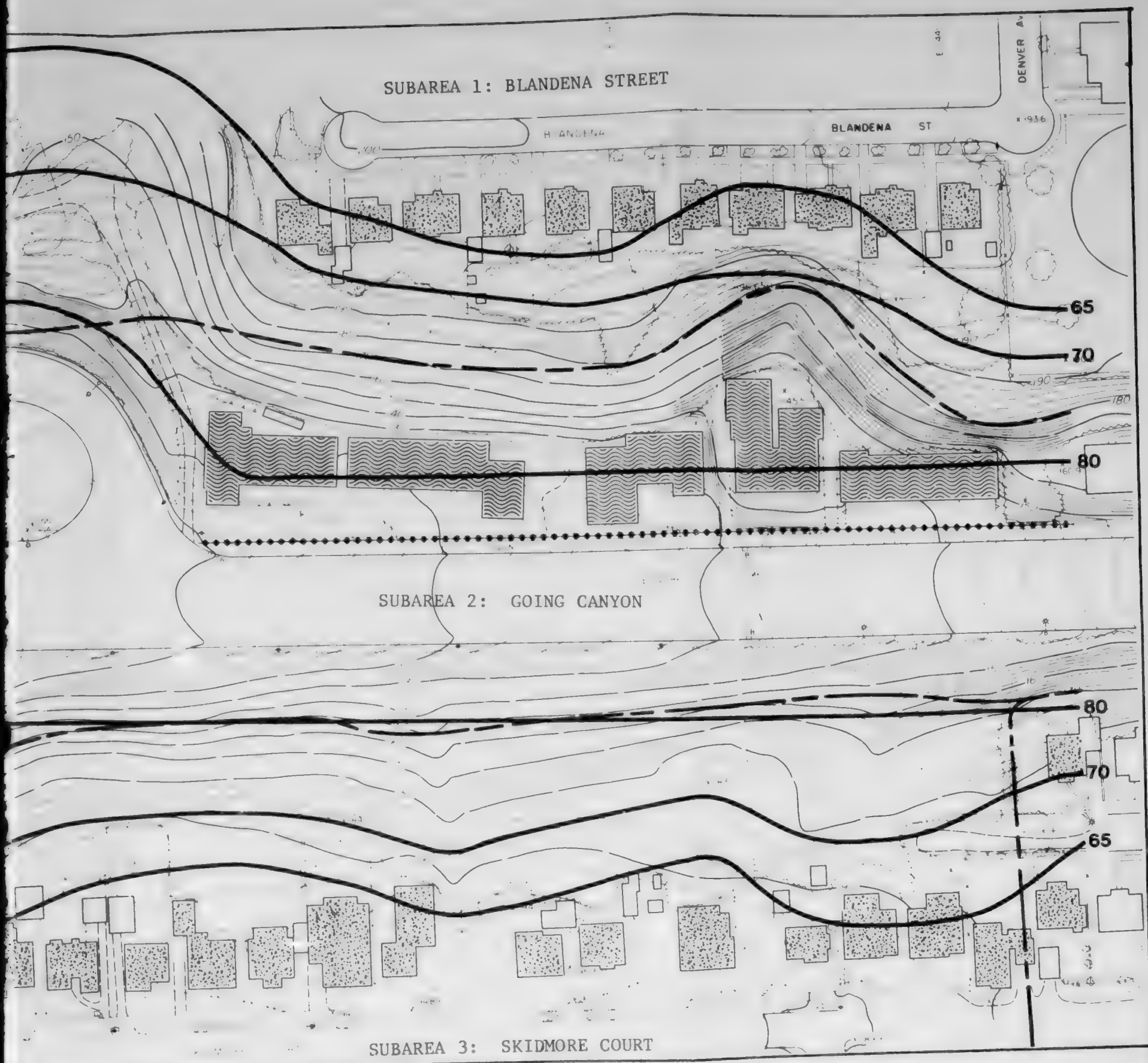
SUBAREA 5. The extensive soundproofing measures proposed for the multiple family dwellings on the north side of Going Street in this subarea are similar to the measures proposed in Subarea 2. The effectiveness of the proposed measures in reducing interior noise levels would also be similar. In like manner, the fire station dormitory would also be effectively soundproofed. The remainder of Subarea 5, south of Going Street and east of Maryland Avenue, would be protected by a sound barrier, as in Alternative B.

MITIGATION MEASURES

The same limitations upon working hours of construction and operation of heavy equipment apply as for Alternative B.

SCALE
1"=100'

FIGURE 16.A ALTERNATIVE C[illegible] NOISE CONTOURS FOR 1990, [illegible]
AND LOCATION OF [illegible] NOISE BARRIER, FOR SUBAREA[illegible]



CONTOURS FOR 1990, INCLUDING STRUCTURES TO BE SOUNDPROOFED
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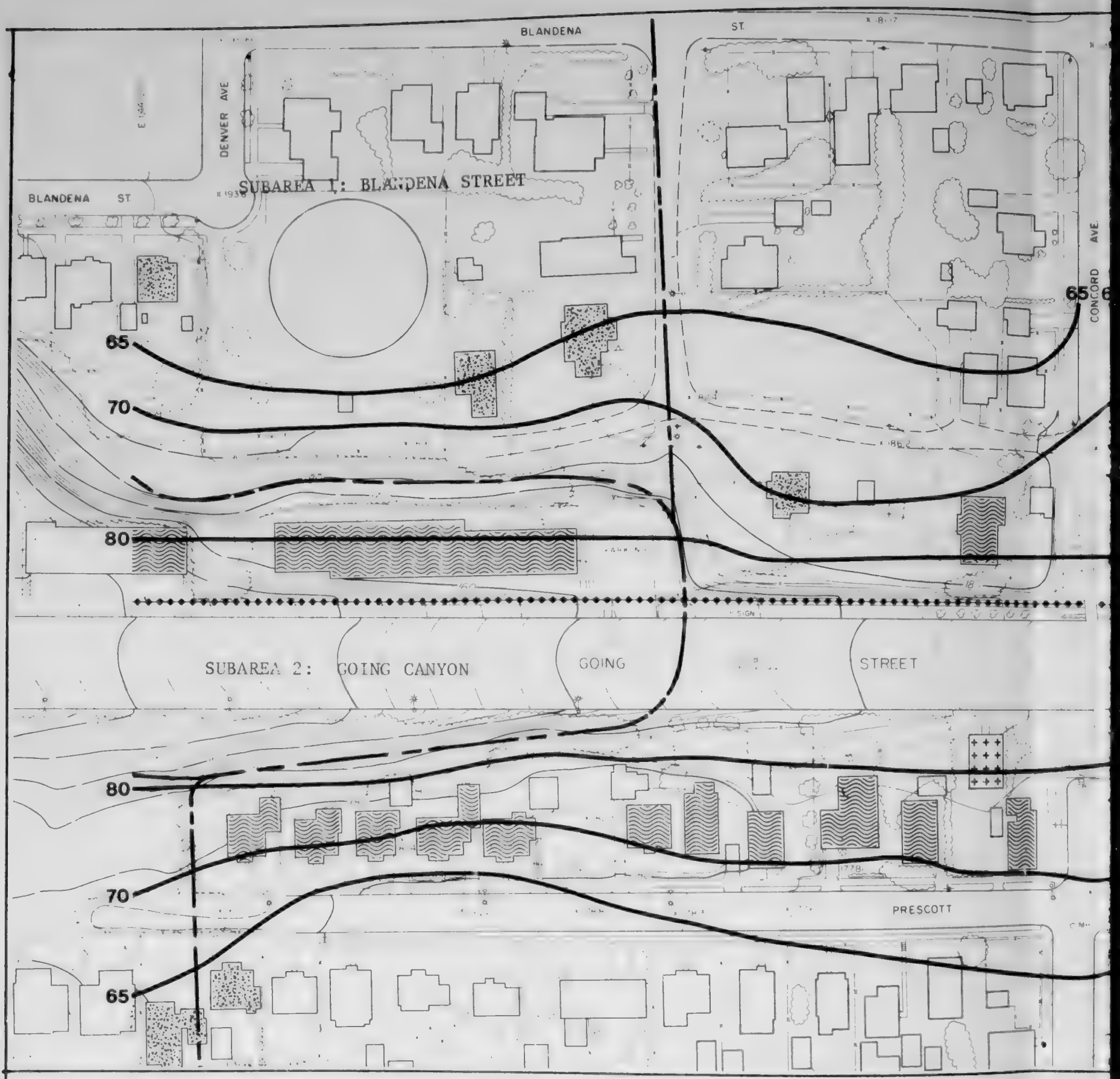
16.A ALTERNATIVE C
NOISE CONTOURS 1990
(SUBAREAS 1, 2, and 3



LEGEND

SUBAREA BOUNDARY

NOISE CONTOUR

BIKEPATH

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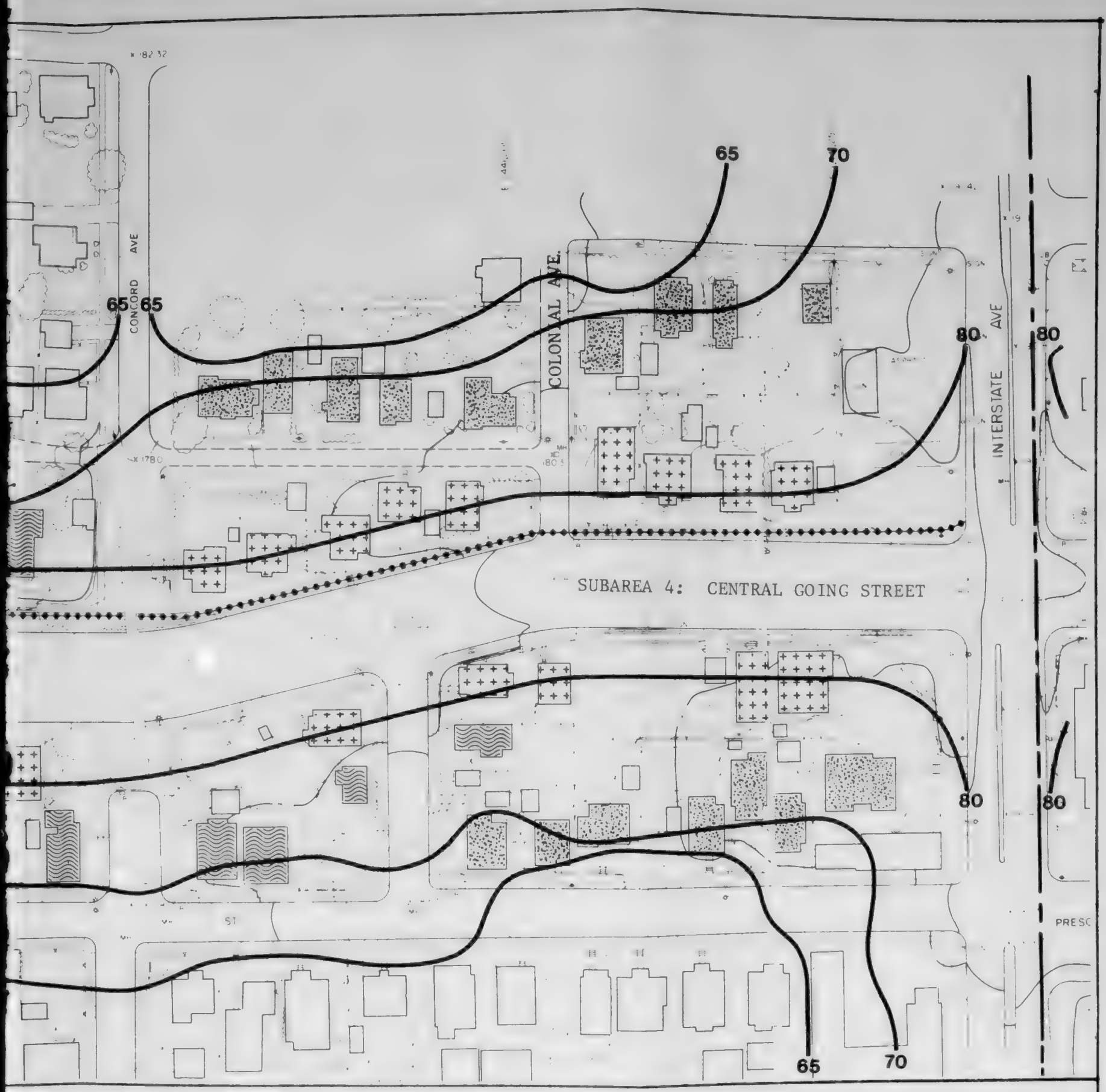
SCALE
1"=100'

FIGURE 16.B ALTERNATIVE C L_{10} NOISE CONTOURS FOR 1990, AND LOCATION OF NOISE BARRIER, FOR SUBARE



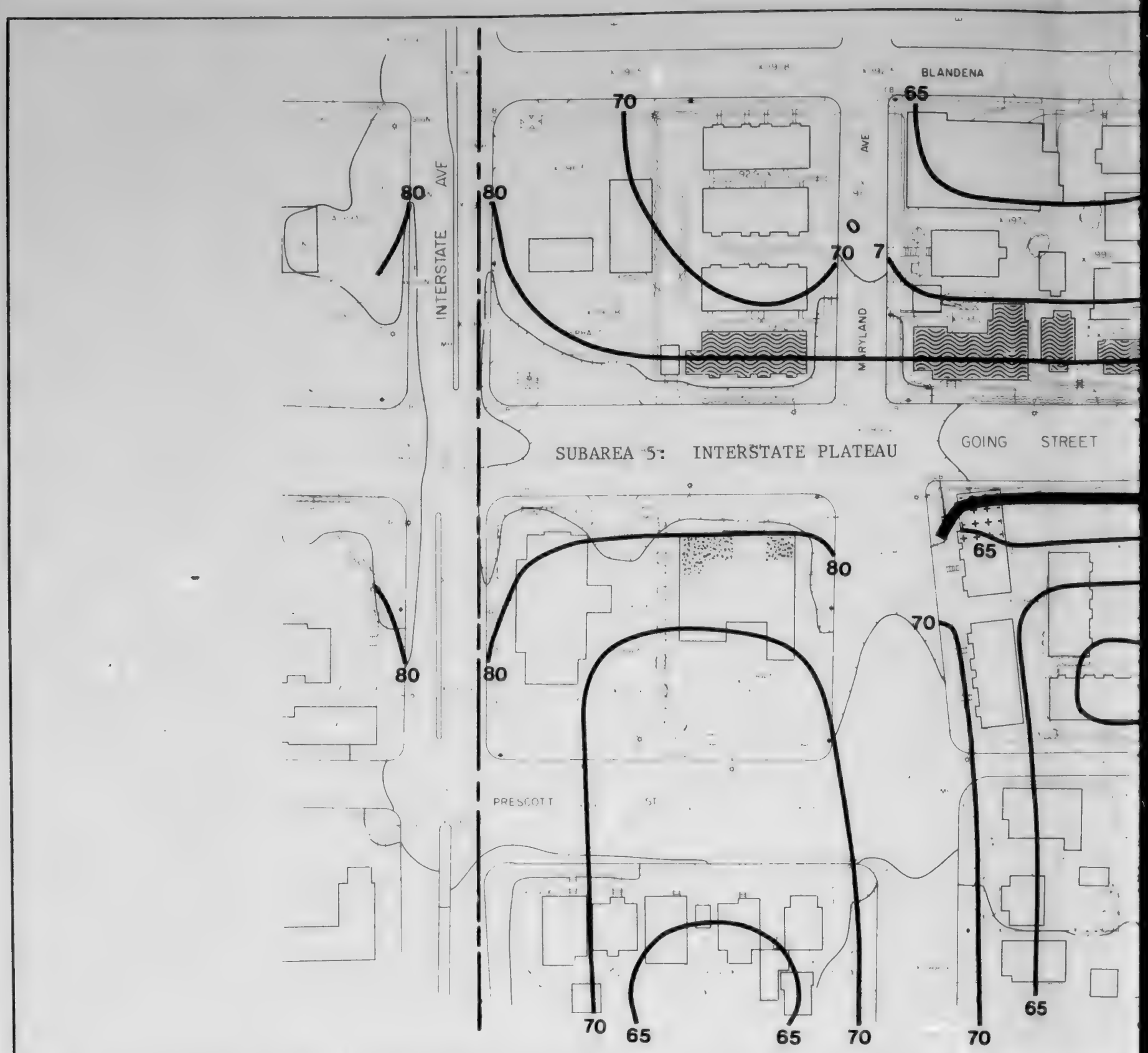
STRUCTURES TO BE SOUNDPROOFED (Minor)

STRUCTURES TO BE REMOVED

STRUCTURES TO BE SOUNDPROOFED (Major)

RS FOR 1990, INCLUDING STRUCTURES TO BE SOUNDPROOFED
R, FOR SUBAREAS 1, 2, AND 4

16.B ALTERNATIVE C
NOISE CONTOURS 1990
(SUBAREAS 1, 2, and 4)



LEGEND

NOISE BARRIER (Approx. Location)

SUBAREA BOUNDARY

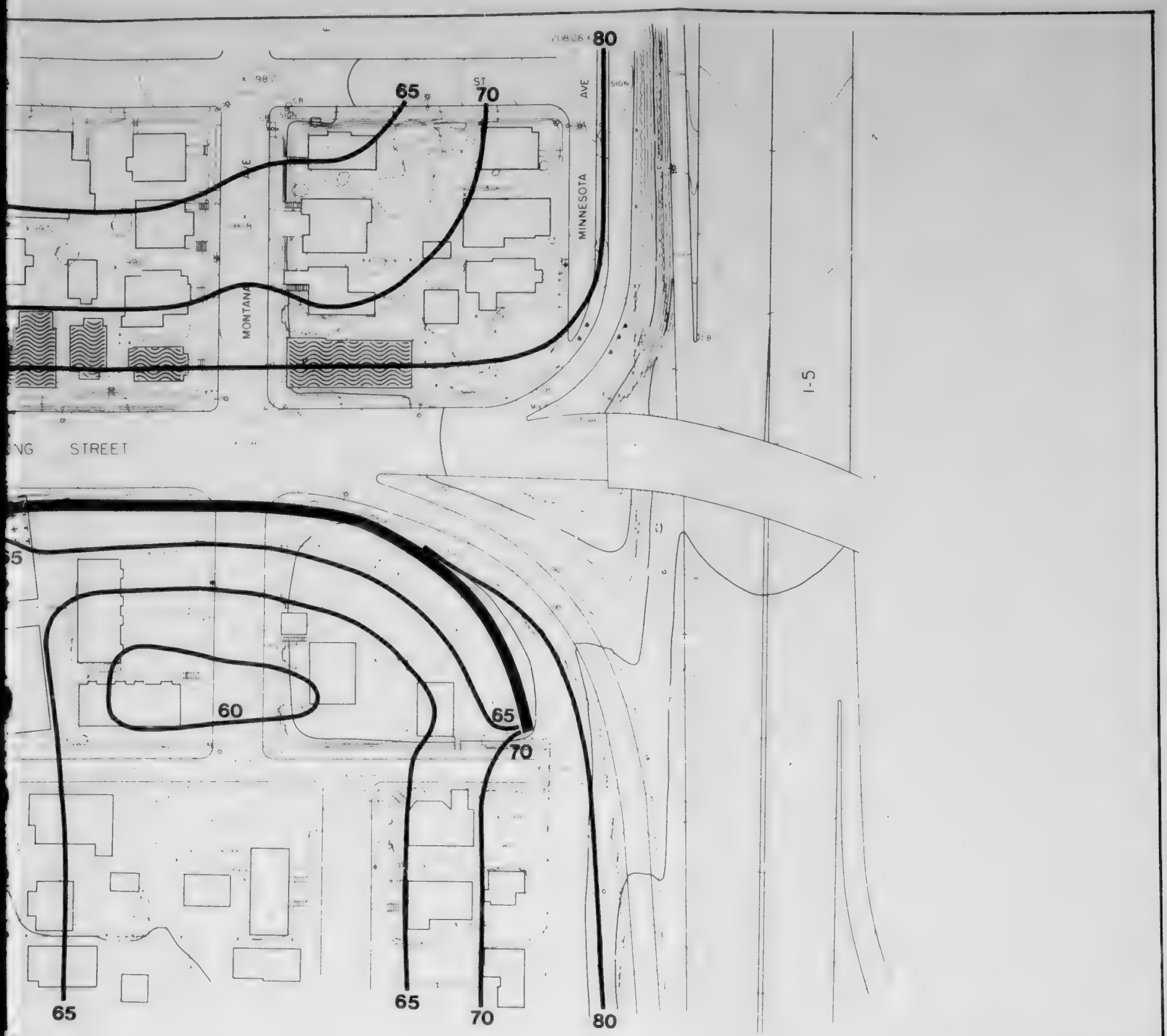
NOISE CONTOUR

STRUCTURES TO BE SOUNDPROOFED (Major)

N

SCALE 1"=100'

FIGURE 16.C ALTERNATIVE C L_{10} NOISE CONTOURS FOR 1990 AND LOCATION OF NOISE BARRIER, FOR SUBAR



TO
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STRUCTURES TO BE SOUNDPROOFED (Minor)

STRUCTURES TO BE REMOVED

TOURS FOR 1990, INCLUDING STRUCTURES TO BE SOUNDPROOFED
IER, FOR SUBAREA 5

16.C ALTERNATIVE C
NOISE CONTOURS 1990
(SUBAREA 5)

ALTERNATIVE D

IMPACTS

Implementation of Alternative D would entail minor short term construction impacts and beneficial longer term operating impacts in terms of noise exposure to area residents and other land uses. Longer term maximum and minimum acoustic benefits of Alternative D, expressed in dBA, can be summarized as follows: new roadway surfacing, 4 dBA maximum and 2 dBA minimum; curbing realignment, 2 dBA maximum and 1 dBA minimum; and truck speed controls, 5 dBA maximum with no minimum. The beneficial effects of acoustical monitoring will depend largely on the resultant findings of such monitoring.

As can be seen, there is a large range in expected outcomes of sound level reductions under Alternative D. This uncertainty stems from the lack of ability to forecast enforcement controls on truck speed limits and lack of long term data to pinpoint the full statistics of offending noise sources. Such uncertainty underscores the value that long term (approximately one year) acoustic monitoring would provide. Such monitoring data would permit insight regarding (i) the most offensive hours of noise annoyance (and variations during the year because of seasonal atmospheric and traffic factors); (ii) the fraction of trucks that do not comply with federal standards for noise emissions; (iii) the probable number and frequency of single event high sound levels resulting from excessive truck speed. Utilizing the results of this monitoring data, the city would have an increased probability of conducting an effective enforcement program by knowing in advance the expected number and type (e,g. speeding versus defective vehicles) of excessive sound level single events. Use of these data would allow a selective targeting of police department resources upon hours, locations and infraction types of most frequent occurrence. Such selectivity has been shown in prior demonstration projects (such as the 1972-74 New Jersey Turnpike noise enforcement demonstration program) to provide greater effectiveness with reduced costs compared to either random or uniform enforcement procedures. A longer term benefit of establishing a monitoring station in the Going Street corridor is the residual product of that station itself which can be utilized in other transportation corridors within the City of Portland where residential uses and other sensitive receptors are impacted by noise. The moni-

toring system could be used to target acoustical mitigation to portions of the city which have exceptional needs and/or high expected benefits per unit of effort applied.

Construction Impacts. The construction impacts would be associated with operation of roadway paving equipment. For slight modifications in curbing and right of way at the intersection of Going Street and Interstate and approximately 350 feet west of this intersection on the south side of Going Street, very short duration use of jackhammer equipment would be necessary to remove existing curbing. Peak sound levels generated from this short term activity would reach approximately 80 to 85 dBA.

MITIGATION MEASURES

The same mitigation measures for Alternatives B and C apply.

3.4 SOCIOECONOMICS

SYNOPSIS. This section presents a summary of the demographic, economic and social characteristics that compose the Overlook Neighborhood in North Portland. Analysis will focus on the following issues: existing demographic profile; issues affecting displacement and relocation of residents; impact on public services, overall project costs, relocation and construction costs. The Overlook Neighborhood and in particular, Going Street, is in transition. Housing costs are declining relative to other neighborhoods in the city. The area contains a significant number of elderly residents, and some low and moderate income families. The alternatives vary significantly in terms of social impact on the community. Alternative A would involve no project costs and no loss of residential dwelling units. Alternative B would involve removal of approximately 69-75 dwelling units and construction would be approximately $2,955,000. Alternative C would involve removal of approximately 36 dwelling units and construction costs would be approximately $1,404,000. Alternative D would involve no relocation and would cost approximately $450,000. As noted in Section 3.3, Alternative B would have the highest cost but it provides the greatest sound level effectiveness. The Selected Combination Alternative would remove approximately 69-75 dwelling units and cost approximately $2.7 million. It should be noted that a separate relocation plan has been prepared which addresses fully the social, housing, and neighborhood impacts of the project alternatives. The report is available through the City of Portland.

EXISTING SETTING

Demographic Profile. The Overlook Neighborhood in North Portland is comprised of five census tracts, 35.01, 35.02, 38.02, 38.03, and 39.02 of which two (35.01 and 35.02) will be utilized in presenting the community characteristics. See Figure 18 contained in this section for census boundaries.

The Going Street study area is part of two census tracts, 35.01 and 35.02. The census tract data, as shown in Table 7, reveals a decline in population of about nine percent between 1970 and 1975. The data indicate that an out-migration of persons has occurred throughout the study area. The maturation

TABLE 7. ESTIMATED POPULATION AND HOUSING UNITS BY CENSUS TRACT

CENSUS[a] TRACT	POPULATION				HOUSING				
	1970	1975	ACTUAL CHANGE	PERCENT CHANGE	SINGLE FAMILY DWELLINGS 1970	SINGLE FAMILY DWELLINGS 1975	MULTI FAMILY DWELLINGS 1970	MULTI FAMILY DWELLINGS 1975	TOTAL CHANGE
35.01	3784	3437	-347	-9.1	1126	1110	409	420	-5
35.02	2488	2250	-336	-9.2	716	709	219	220	-8
Total	6272	5687	-585	-9.3					

[a] See Figure 18 for location of Census Tracts.

Source: Columbia Region Association of Governments, 1977

of the post Korean war baby boom and the national trend toward smaller family size would partially account for the uniform reduction in population experienced in these census tracts.

A sample survey of residences, conducted in the study area census tracts during August 1977, indicated that children under 18 now represent 21 percent of the population, persons over 62 represent 27 percent, and persons between 18 and 62 represent 52 percent. The average age of residents within the two census tracts is slightly greater in 1977 than in 1970.

The minority population composes approximately 13 percent of the total population; however, the neighborhoods directly east of the study area contain a much larger percentage of minority members (the largest concentrations of minorities in the City of Portland).

Single family units are the dominant residential housing type in the study area comprising approximately 75 percent of the total housing stock. As shown in Table 7, the area has lost a number of units for a variety of reasons. Moreover, 66 units have been demolished in the Overlook Neighborhood in North Portland between 1971 and 1975 with the addition of 119 units. However, from 1973 demolitions have outpaced new construction by approximately 50 percent (City of Portland Housing Market Analysis, 1978). Consequently, a reduction in housing units has also been a cause of reduced study area population.

The value of the single family homes have increased but not as rapidly as other neighborhoods in the city. In 1970, the average single family home value was $12,880. This value was 26th on the city's list by neighborhood. (On this list, 1 equals the highest home value.) By 1977 the value had risen to $26,910 or a change of 110 percent, but the city rank dropped to 32nd. This trend represents the fact that the value has risen because of inflation, but that overall the neighborhood values are not rising (City of Portland Housing Market Analysis, 1978).

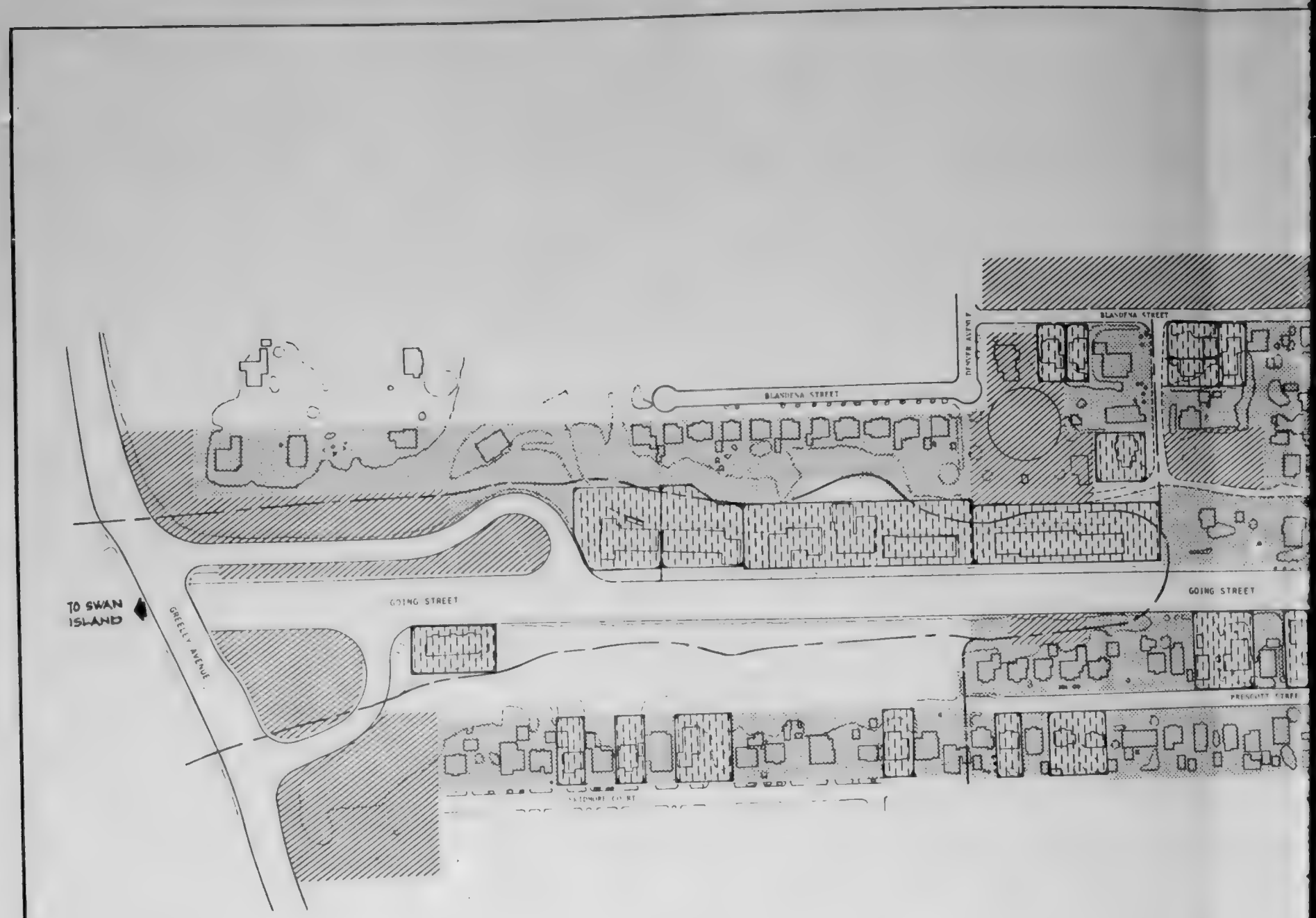
Another indicator of community conditions in the study area is the structure of gross rents. In 1960, rent averaged $82 ranking ninth in the city. By 1970, the rent level rose to $105 but the city rank dropped to 28th (City of Portland Housing Market Analysis, 1978).

Figure 17 shows housing ownership and renter patterns in the study area. The number of owner occupied units is relatively high within the immediate study area; 137 of 201 single family houses are owner occupied (based on transfer title). There is no strong pattern of owner occupied dwellings, although generally owner occupancy percentage increases as one moves away from I-5 and Interstate Avenue. Within the study area, approximately 45 percent of the owner occupants have owned their homes for ten years or more, while about 30 percent have moved to the area within the last five years. In the past few years a fairly rapid turnover of homes, particularly south of Going Street, has occurred. Table 8 provides an estimate of the number of units and residents in the study area.

Economic Profile. Economic trends in the study area are summarized below. Selected services continue to be the fastest growing non manufacturing sector in the Portland Metropolitan area (wholesale and retail trade, finance and real estate). The government sector has experienced substantial employment gains, but faces slower rates of growth as educational employment declines in response to declining school enrollments and budgetary constraints.

Data on employment by place of work in the study area indicate that non manufacturing jobs dominate the immediate study area (comprising a value of 90 percent in census tract 35.01 and 61 percent in census tract 35.02). The primary locations of employment that are adjacent to the study area are Swan Island for manufacturing (census tract 44.00) and the Lloyd Center for retail trade (census tract 23.02).

The mean per capita income of study area residents, as shown in Table 9, is similar to the mean citywide income level of $3,537. By using the HUD income multiplier of 1.660, the income level can be estimated for 1978 dollars. In the 1978 estimate it is assumed, given the relative demographic factors previously discussed, that the income levels in the study area have declined in relationship to the city income average.



LEGEND

OWNER OCCUPIED

PUBLIC SEMI PUBLI

N

SCALE
1"=266'

FIGURE 17. HOUSING OWNERSHIP AND RENTER

LIC SEMI PUBLIC

RENTER OCCUPIED

HIP AND RENTER PATTERNS IN GOING STREET STUDY AREA

17. OWNERSHIP AND RENTER PATTERNS

TABLE 8. ESTIMATED NUMBER OF DWELLING UNITS REMOVED BY EACH ALTERNATIVE[a]

SUBAREAS	Existing Conditions And Future Conditions Alternatives A and D	Alternative B		Alternative C		Selected Combination Alternative	
		Remaining Units	Removed Units	Remaining Units	Removed Units	Remaining Units	Removed Units
SUBAREA 1							
• Single family units	22	22	0	22	0	22	0
• Multi family units	0	0	0	0	0	0	0
SUBAREA 2							
• Single family units	0	0	0	0	0	0	0
• Multi family units (7 buildings)	41	0	41	28	13[b]	0	41
SUBAREA 3							
• Single family units	15	15	0	15	0	15	0
• Multi family units	0	0	0	0	0	0	0
SUBAREA 4							
• Single family units	55	40	15	40	15	40	15
• Multi family units (1 apartment building, 1 duplex)	7	7	0	7	0	7	0
SUBAREA 5							
• Single family units	9	7	2	9	0	7	2
• Multi family units (9 apartment buildings, 4 duplexes, plus Sisters' House)	51	34	17	43	8	40[c]	11-17
TOTAL							
• Single family units	101	84	17	86	15	84	17
• Multi family units	99	41	58	78	21	47	52-58
• TOTAL UNITS	200	125	75	164	36	131	69-75

[a] The study area boundaries are shown on Figure 2. The total number of dwelling units is an estimate. For this analysis a duplex is counted as two dwelling units, and is listed with multi family units. The Sisters' House in Subarea 5 is counted as 6 units.

[b] Under the soundproofing alternative, an estimated 13 units in two areas would not be habitable and therefore, lost even though the buildings will remain.

[c] Assumes that in two cases existing buildings will be part of noise wall.

Source: Earth Metrics Incorporated (1979), and Botterrer (1979)

TABLE 9. MEAN PER CAPITA INCOME BY CENSUS TRACT FOR 1969 AND ESTIMATED FOR 1978

CENSUS TRACT	1969 INCOME	PERCENTAGE OF CITY INCOME LEVEL ($3537)	MULTIPLIER	1978 INCOME
35.01	$2867	81.1	1.660	$4759
35.02	$2816	79.6	1.660	$4674

Source: U.S. Census Bureau, 1970; adjusted by Earth Metrics Incorporated, 1978.

Neighborhood Community Structure. This part of the analysis identifies significant characteristics of the area that contribute to its livability. The Going Street project study area is part of census tracts 35.01 and 35.02 of the Overlook Neighborhood in North Portland. The characteristics which follow pertain to the census tracts which are slightly larger than the project study area. The area west of Interstate Avenue, in census tracts 35.01 and 35.02, is viewed as a stable residential neighborhood. These census tracts are mostly populated by retired Caucasian residents who own their homes and who have resided in the neighborhood for an average of 15 years. Social security benefits are a major source of income for these persons and the households are generally composed of couples without children or a sole surviving spouse. Because dwellings located along North Going Street are severely affected by noise, air pollution, and other traffic related impacts, their continued desirability for residential uses is somewhat diminished.

The multiple family unit rents are generally below the mean market price and four Section 8 HUD subsidized families currently live in one building. The apartment residents have generally inhabited their dwellings for less than one year and may have at least one child. Income in these households is typically a mix of public assistance, salaries, and social security benefits.

The Willamette River and Interstate 5 function as physical constraints, thus partially isolating the study area from other areas of Portland. This barrier

current fair market value of the house to be purchased for the project. This value is based upon what a willing buyer would pay a willing seller for the house. If the owner does not accept the appraised value for his property, or cannot clear title, the state can exercise its powers of eminent domain and file a condemnation suit for the property. In that case, the courts will determine the amount to be paid for the property.

The owner occupant is also eligible for additional payments (up to $15,000) if the costs of a comparable replacement dwelling in a comparable neighborhood are greater than the fair market price of the acquired dwelling. This additional payment can also cover closing costs or some other costs associated with purchase of the new house. To receive these payments, the relocated person must purchase a decent, safe and sanitary dwelling approved by the state within one year of the date of relocation.

Some owner occupants may wish to rent rather than purchase a replacement dwelling. In this case, the state pays the fair market value for the house, as previously described. If the state determines that the cost of renting an equivalent dwelling is greater than the purchase payments for the previous house allows, the relocated person is eligible for up to $4000 in rent supplements. This supplement is intended to cover the extra costs of up to four years' rent. To be eligible for these payments, an owner occupant must have lived in a home for at least 90 days and must relocate within one year.

If a renter has occupied an apartment for at least 90 days, the renter is eligible for a rent supplement of up to $4000 if the rent for an equivalent dwelling is greater than his current rent. The state will determine a maximum monthly rental supplement and calculate a rent supplement payment equivalent to four years' rent. This payment cannot exceed $4000 and is normally made as a lump sum, although the renter may elect to receive monthly supplyment payments instead.

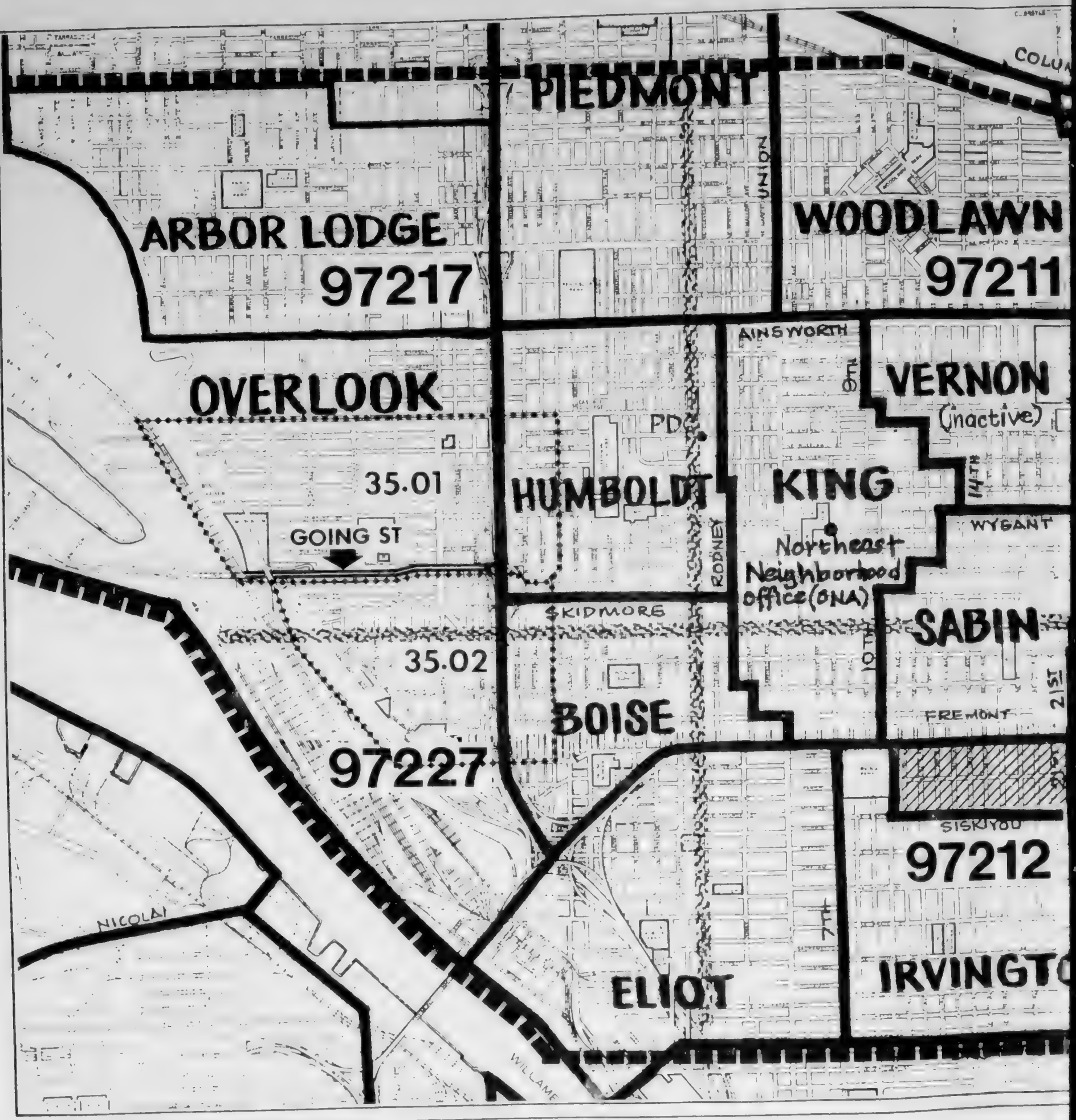
If a renter elects to purchase a replacement dwelling, the renter may be eligible for up to $4000 for a down payment. For payments of over $2000, however, the purchaser must provide matching funds. For example, if the down payment and other costs equal $4500, the state will pay the initial $2000, and $1250 (or half of the additional costs) for a total of $3250. The remaining $1250 must be paid by the purchaser. This program is available

to renters of more than 90 days who purchase an equivalent, decent, safe, and sanitary dwelling within one year. Owner occupants who have owned their house for more than 90 days but less than 180 days are also eligible for this program.

In addition to monetary benefits, the person forced to relocate will be contacted by a Relocation Counselor. The Counselor can offer lists of houses which are equivalent, decent, safe, and sanitary. Houses should be in equal or better neighborhoods and reasonably accessible to the relocated person's job and needed services. The Relocation Counselor can also help with other social services which will make relocation easier.

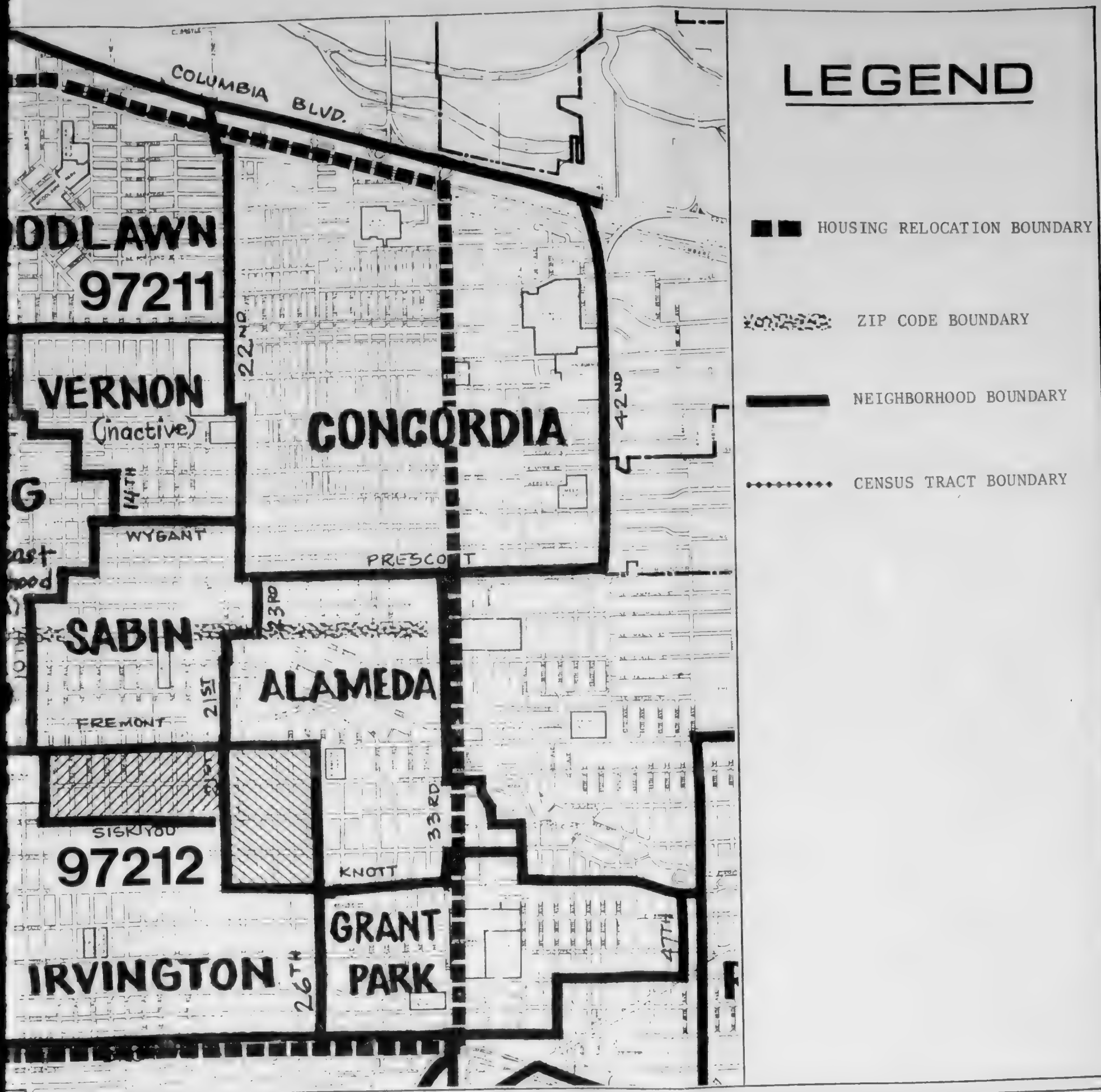
Replacement housing within a distance of 30 blocks from the project minimizes the disruptive effects that are caused by the separation of residences from community facilities. This radius allows most displacees to remain reasonably close to friends, family, church, employment, and familiar shopping areas. Using this criterion, the most desirable geographic location for replacement housing is the area bounded by Broadway on the south, Lombard on the north, 33rd on the east, and N. Greeley on the west as shown in Figure 18. The housing in this area should meet the comparability standards for replacement housing and should provide adequate options to meet the needs of those being displaced. It is noted that persons will be assisted in moving to any area they choose up to 50 miles. Because most displacees choose to live in the same type of structure when relocated, a variety of single family housing will be needed along with the multi family units. The balance of the households will move to comparable types of dwellings, although there will be some who will change their environment by relocating into alternative housing types.

Real Estate Trends in Portland, Oregon (September 30, 1978 issue) indicates that 8001 used home sales occurred in 1977 in the north, northeast, and southeast areas of Portland. The average sales price was $32,536. This average sales price indicates that housing within the financial means of those being reloca-



SCALE
1"=2000'

FIGURE 18. BOUNDARIES FOR HOUSING RELOCATION ANALYSIS



18. HOUSING RELOCATION BOUNDARIES

ted should probably be available. This assumes receipt of a relocation differential payment by homeowners being displaced.

The other possibility for homeowners being displaced is the moving and renovation of existing homes in the project. However, the cost of relocating a 1500 square foot residence can range from $9000 to $13,000. This cost is found generally not to be cost effective for dwellings in the study area, given the age and condition of most of the structures.

A survey completed by the Portland Development Commission in March, 1977 revealed 73 structures within the 30 block radius area that could be rehabilitated to provide replacement housing. These structures had been posted for code violations and were vacant. Owner occupants do have the option to use the housing differential payment of up to $15,000 to rehabilitate a vacant structure. Most of these structures exist in Piedmont, Humboldt, Boise, Eliot, and King.

The Portland Housing vacancy survey compiled in November, 1977 by the Department of Housing and Urban Development (HUD) shows the following vacancy rates for single family dwellings in the listed zip code areas, as shown in Table 10.

TABLE 10. VACANCY RATE FOR HOUSES AND APARTMENTS BY ZIP CODE AREAS

ZIP CODE AREAS	PORTLAND NEIGHBORHOOD	VACANCY RATE FOR HOUSES	VACANCY RATE FOR APARTMENTS
97211	Humbolt, Boise King, Vernon, Sabin	2.1%	8.7%
97217	Overlook, Arbor Lodge	2.7%	6.0%
97227	Eliot, Boise	3.5%	2.8%
97212	King, Sabin, Alameda, Irvington	0.9%	1.8%

Source: Federal Home Loan Bank of Seattle, Washington, 1978.

A two percent vacancy rate for single family dwellings is considered average by HUD. A value below that percentage would indicate a market with high demands and larger percentages represent an oversupply. These figures generally support the statement that an adequate but not an overwhelming supply of single family dwellings should be available. The households renting that require relocation (53) may warrant rent subsidies. Because of this condition, a review of available programs for assisting displaced renters will follow.

HUD sponsors several rental housing programs (236, 221d3, and 202). For the 221d3 and 202 rent supplement program an applicant must meet certain income criteria that is calculated on size of family, family income, and age of applicant.

The actual rent a tenant pays varies from project to project but is lower than rents for similar type units in the area. There are 15 separate projects in the 30 blocks radius area offering rent assisted housing under the above HUD programs. On March 1, 1978 the city received additional 320 allocations for the Section 8 federal rent supplement program, which will be available to displacees (Portland Development Commission, 1978).

Adequate replacement housing under subsidized rental programs will be available to those being displaced. The programs are varied and locations are sufficient to offer adequate options. Housing within the financial means of the lower income tenants of the study area can be provided through one of these programs.

Table 10 shows the vacancy rate for apartments. A vacancy rate of 6% is considered average by HUD. The above figures indicate that two of the zip code areas have adequate vacancies in rental housing and in the other two the rental situation is constrained. It should be noted, however, that zip code area 97227 with a lower vacancy rate also has the smallest number of apartments. Because of the high vacancy rate in two of the areas, adequate market rental housing should be available. Since potentially all of the tenants are eligible for HUD subsidized housing, the availability of market rental housing may not be large enough to accommodate those being relocated.

A subject of concern is competing displacement resulting from other public projects. The Port of Portland does not anticipate any displacement activities during the next fiscal year (78-79). The Housing Authority of Portland has scheduled a potential displacement activity in the Irvington area. This displacement would affect about 10 tenants. This project is still in the planning stages.

The State Highway Division anticipates displacement from the East Portland Freeway (I-205). As of February 16, 1978, there remained 11 single family residences, 17 apartment units, and 22 mobile park units to be relocated. The Powell Boulevard project (Ross Island Bridge to 50th Avenue) anticipates only one single family residential displacement. Two projects where acquisition is scheduled to begin in late 1979 or 1980. These are Banfield Transitway and Powell Boulevard (S.E. 50th to I-205. Both of these projects are still being designed. Public hearings have been held. Displacement projections are not yet available for the Banfield Project and the Powell Project (Portland Development Commission, 1978). However, these projects assume an entirely separate relocation area and will not be competing for relocation housing with this project. The Highway Department displacements are not expected to compete, since all are located outside the area used to compute the housing resources for the Going Street study area.

The type of dwellings proposed for demolition are shown in Figure 19. These particular photographs illustrate the age and condition of the dwelling units. The photographs are also identified by the subareas in which the dwellings are located for easy reference when discussed in the following alternative impact sections.

ALTERNATIVE A

IMPACTS AND MITIGATION MEASURES

The No Build Alternative maintains the existing situation with its current noise exposure condition. This alternative would not specifically alter the Overlook Neighborhood in North Portland as it is today. Continuation of the noise problem, however, could be expected to diminish desirability of the area and decrease the satisfaction of residents. No mitigation measures are proposed.

PLATE 1. Apartments on North Side of Going Street (Alternative B)

PLATE 2. Apartments on South S (Alternative B)

PLATE 4. Houses on North Side of Going Street east of Colonial Avenue (Alternatives B & C)

PLATE 5. Houses on South Sid (Alternatives B & C)

FIGURE 19. TYPICAL VIEWS OF STRUCTURES TO BE REMOVED

ments on South Side of Going Street
rnative B)

PLATE 3. Houses on North Side of Going Street west of Colonial Avenue (Alternatives B & C)

s on South Side of Going Street
rnatives B & C)

PLATE 6. Apartments on North Side of Going Street (Alternative B)

TO BE REMOVED

19. STRUCTURES TO BE REMOVED

ALTERNATIVE B

IMPACTS

Demography, Acquisition, Displacement, and Relocation. The information on dwelling unit values presented is a general estimate obtained from data gathered from multiple listings, newspapers, and interviews at public agencies, including the the Portland Development Commission. The survey of information revealed an inflationary trend in market values that exceeds the assessed value (assessed value in Oregon is supposed to equal 100 percent of fair market value) recorded by the county assessor. The cost estimates for this project made an adjustment for this factor. Persons utilizing the data for estimated market values should realize that the estimates are not binding on a public agency, and full compliance with federal procedures including three appraisals will be used before determining market value. Table 8 provides a comparative analyses of relocation impacts associated with the alternatives. Alternative B proposes to eliminate 58 multi family units and 17 single family units, and to relocate the persons into comparable dwellings. The majority of the single family units are owner occupied and a place of residence to senior citizens. The total number of dwelling units to be removed is 75.

The owners of the multiple family units entitled to all benefits associated with the ownership of a business. Each household will receive the assistance of the relocation staff in locating sites and obtaining financing, if required. The right of way acquisition of property and the removal of the improvements on the land would result in the loss of $19,250. per year in local government taxes.

The construction of a noise wall would separate community residents. Physical barriers such as noise walls are sometimes viewed as barriers separating neighborhoods or separating social strata; however, the proposed Going Street noise barriers would not create physical isolation of the Overlook Neighborhood. The existing Going Street area already physically divides the study area; therefore, the addition of a noise barrier would not obstruct the current activity patterns or alter the existing patterns of interaction between residents.

SUBAREA 1. This subarea would contain a noise abatement wall, but the plan does not require the demolition of relocation of dwelling units.

SUBAREA 2. As a result of this alternative, all tenants would be relocated and 41 units would be demolished.

The majority of these multi family units are one bedroom. The larger two bedroom units would be expected to include housing for some young children.

The income of the Overlook Neighborhood in North Portland is estimated to be $11,800 per household (adjusted for inflation). This relatively moderate level of income is reflected in the gross rents of the units. Today, those apartments designated for relocation rent for about $200 for a one bedroom unit. During times of housing price inflation, the ability to locate comparable rental units can be expected to be a difficult task, since monthly rent for a one bedroom unit starts at $250 per month and for a two bedroom unit at $300 per month (City of Portland Housing Market Analysis, 1978). The market condition would then make moderate income households eligible for rent supplements necessary for their financial stability. One of the multi family buildings currently contains four HUD Section 8 families. Families on Section 8 assistance will retain their rent supplements and, if eligible for other housing aid, will automatically be placed at the top of the Housing Authority priority list.

SUBAREA 3. The Skidmore Court housing would be protected by a noise abatement structure but the proposed plan does not require any demolition or relocation of housing units.

SUBAREA 4. In the Central Going Street Subarea, Alternative B has designated 15 single family units for demolition and the subsequent relocation of the families. These families are primarily elderly, long time Overlook neighborhood residents, who strongly identify with their immediate community. Over the years, the tenure situation has been changing from owner occupied to renter occupied with eight of the 15 designated units now renter occupied.

The housing values are assessed at approximately $14,000 and today would be valued on the market at approximately $26,000. The median price of new housing in the City of Portland is approximately $58,500, while used housing is selling at a median level of about $50,300 (City of Portland Housing Market Analysis, 1978). However, the immediate neighborhoods involved in the relocation analysis demonstrate the same market trends therefore providing housing prices comparable to the Overlook Neighborhood in North Portland. The discrepancy in housing prices along Going Street and other neighborhoods in the City of Portland is reduced by the $15,000 housing aid supplement that is offered to the displaced homeowners.

SUBAREA 5. Alternative B proposed to demolish two single family units and 17 multi family units. The spectrum of rents in the subarea is rather low in comparison to the City of Portland. However, in view of the relocation area, rents would be compatible to the Overlook Neighborhood in North Portland.

A unique problem in Subarea 5 is the convent. The proposed alternative would alter the structure, making it uninhabitable to the Sisters. The relocation of the six residents in the convent would require that purchase of a house within walking distance of Pope John XXIII School for use as the convent.

Project Costs. Table 11 provides a comparative analysis of the costs of the alternatives considered including the Selected Combination Alternative. All cost estimates are subject to variations. As shown in Table 11, Alternative B would require the largest capital outlay. The primary costs would be acquisition of property (approximately $1,484,400), relocation of households (approximately $288,000)and noise barrier construction costs (estimated at $656,000). Subarea costs will vary with the construction requirements.

The annual cost of maintaining the portion of the barrier and landscaping would be about $6000 per year. This would include grass cutting, fertilizing, leaf raking, repair work and maintaining the wall from vandalism.

TABLE 11. COMPARATIVE SUMMARY OF ESTIMATED COSTS FOR BUILD ALTERNATIVE (1978 DOLLARS)[a]

ITEM	ALTERNATIVE[b] B	C	D	SELECTED ALTERNATIVE
INITIAL CAPITAL COSTS				
Demolition	$ 75,000	$ 43,000	None	$ 75,000
Acquisition	1,484,400	388,100	None	1,484,400
Relocation Assistance	288,000	260,000	None	288,000
Wall	656,310	76,150	None	453,420
Berm	79,500	25,500	None	79,500
Soundproofing	65,240	466,850	None	60,000
Landscaping	4,000	800	None	4,000
Storm Drains	6,100	None	None	6,100
Repaving	None	None	$240,000	None
Monitoring	None	None	160,000	None
Subtotal	$2,658,550	$1,260,700	$400,000	$2,450,420
ANNUAL MAINTENANCE COSTS				
Property Tax Loss	$ 19,000	$ 14,000	None	$ 10,000
Police Protection	None	None	$ 6,000	None
Street Repairing	None	None	None	None
Landscaping Maintenance	2,400	800	None	2,400
Wall Maintenance	6,600	500	None	6,600
Repaving (5 year interval)[c]	None	None	(50,000)[c]	None
Subtotal	$ 28,000	$ 15,300	$ 56,000[c]	$ 19,000
Subtotal	$2,686,550	$1,276,000	$456,000	$2,469,420
Contingency	268,650	127,600	40,600	230,581
Total	$2,955,200	$1,403,600	$496,600	$2,700,000

[a] These tabulations are only estimates. Depending on time of construction, materials, and other design variables estimates are subject to variation. See technical report for background assumptions.

[b] Alternative A is assumed to have no costs.

[c] Cost of repaving every five years is estimated at $250,000.

Source: Earth Metrics Incorporated, 1978; Dotterrer, 1979.

MITIGATION MEASURES

Federal legislation for acquisition and relocation policies will be followed. As a part of these policies, efforts will be made to relocate residents to desired locations; provide various property tax revenue relief information for the elderly owner occupied displacees so that tax increases attributed to higher value dwellings can be alleviated; provide information on Housing Assistance Plan so that those displaced households eligible to aid can seek such aid; and provide experienced relocation personnel to offer assistance on relocation benefits.

ALTERNATIVE C

IMPACTS

Demography, Acquisition, Displacement, and Relocation. Alternative C, as proposed, would provide soundproofing to the majority of dwellings. As a result, 36 dwelling units would be removed from the Going Street area.

SUBAREA 1. The Blandena Street dwelling units (22) would receive a variety of soundproof measures to insulate them from the noise. The proposed plan does not require any demolition (and subsequent relocation of households).

SUBAREA 2. The Going Canyon multi family units would be soundproofed. Consequently, approximately 13 of the apartment units would be uninhabitable.

SUBAREA 3. The Skidmore Court area is expected to receive a variety of soundproof measures to insulate them from the noise. The proposed plan does not require any demolition and subsequent relocation of households.

SUBAREA 4. The Central Going Street Subarea includes 15 single family units that are designated for demolition. The tenure pattern reveals that eight households are renter occupied and would need to be relocated into comparable single family units. Because of the depressed rented rates along Going Street and the moderate income level ($11,600) of these families, comparable dwellings might not be available without recourse to the HAP. Further-

more, the owner occupied units inhabited by long term elderly residents also suffer from lower than normal property values. The housing supplement of $15,000, however, would provide comparable decent, safe, and sanitary dwellings. An additional 22 dwellings are designated for soundproofing but without any significant hardships.

SUBAREA 5. The Interstate Plateau would have eight units removed and several structures soundproofed along the northern side of Going Street. In addition, a 520 foot noise barrier would be erected.

Project Costs. The major cost items would be the acquisition of property ($388,000), and the extensive soundproofing for the surviving dwelling units ($466,000). Alternative C is approximately 1.5 million dollars less in cost than Alternative B.

MITIGATION MEASURES

The mitigation measures proposed for Alternative B above will be used if Alternative C is selected.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

This alternative does not permanently affect the existing community structure. However, construction would temporarily affect neighborhood circulation patterns. The costs for repaving Going Street would be approximately $240,000 and the cost of noise monitoring the street for one year would be about $160,000. An additional $6000 would be needed for police surveillance of the area once the type and time of vehicle violations are determined. The total cost would be approximately $446,000. No significant adverse impacts have been identified by this alternative; therefore, no mitigation measures are proposed.

3.5 INSTITUTIONAL ISSUES

SYNOPSIS. The institutional impacts will vary. Alternative A would have no impact. Alternative B implementation and maintenance would be the responsibility of the city. In Alternative C soundproofing implementation would be voluntary. Alternative D would require a combination of voluntary actions and direct actions by the city. In the Selected Combination Alternative, implementation of the wall and maintenance will be the City's responsibility and the soundproofing implementation would be voluntary.

EXISTING SETTING

Institutional Issues. The proposed project is a new activity for the city and will require new institutional arrangements. Issues include maintenance and responsibility for the wall/berm, implementation methods for soundproofing, and the continuing costs of street resurfacing and education and enforcement of speed and noise limit laws.

Public Services. The main public services affected by the project are fire and police. The fire station on Going Street is a sensitive noise receptor and also has definite circulation needs. The Police Department serves the Overlook Neighborhood. The Overlook Neighborhood in North Portland is characterized as a low crime community. At present, only one police patrol car is assigned to patrol duty in the neighborhood. Overall, the neighborhood is considered relatively safe and quiet (Hediger, 1979).

ALTERNATIVE B

IMPACTS AND MITIGATION MEASURES

Institutional Issues. Easements or property acquisition must be obtained for the noise barriers. The noise barriers would be a city maintenance responsibility. Landscaping facing Going Street in Subareas 2, 4, and 5 would also be a city responsibility. Landscaping maintenance in Subareas 1 and 3 and behind the barrier in Subareas 4 and 5 would be the responsibility of abutting property owners (Spetter, 1978,79).

Public Services. The primary considerations for the police are the potential road closures of Colonial and Maryland Avenues (northside only). The lack of access onto Blandena or Prescott Streets would inconvenience the police in their crime prevention duties but would not substantially lower the response time during an emergency situation. Representatives from the Fire Department had preliminary input into the project and requested sound insulation and air conditioning for all sleeping areas in the fire station. Access onto Going and Skidmore Streets for Fire Bureau vehicles must be provided. The proposed project provides for these traffic flows. No other mitigation is proposed.

ALTERNATIVE C

IMPACTS AND MITIGATION MEASURES

Institutional Issues. Institutional arrangements would be required for soundproofing. The strategy proposed would rely upon voluntary agreements by residents to soundproof their dwellings, with the city providing engineering expertise and reimbursing the property owners. While institutionally the most simple, this course would probably result in a non uniform implementation of soundproofing. Condemnation of property with resulting soundproofing and resale is not considered feasible for the single family dwellings because of the expense. It is important to note that the number of dwelling units with improved noise conditions listed on Table 6 is a maximum assuming that all property owners participate.

Public Services. The only proposed noise abatement technique that adversely impacts the delivery of police services is the closing of Montana Street on the south side of Going Street. The lack of access onto Montana Street would inconvenience the police in their duties but would not substantially lower the response time during emergency situations. The impacts on the Fire Department have been discussed in Traffic and Noise. No mitigation measures are proposed.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

Institutional Issues. The city would be required to commit Police Department resources to the enforcement of a noise abatement strategy with regard to Going Street traffic which is in violation of present or future speeding, defective vehicle, noise or other laws and regulations. A self contained noise monitoring program as discussed in the project description would reduce the staff problems of surveillance and improve the local data base on violations. However, present Police Department resources would not permit implementation of such a program without outside funding sources. Ongoing funding would also be required for street repaving. No additional operating fund sources have been identified. No mitigation measures are proposed.

3.6 VISUAL CHARACTERISTICS

SYNOPSIS. This section will discuss three visual elements: view corridors, architecture and design, and landscaping. A visual overview of the Going Street area was shown in Figure 3 of Section 1. Alternative B would result in some disruption of views and would modify existing architecture. Alternative C would not disrupt views but the architecture of some residences would be altered. Landscaping is included in both Alternatives B and C. Alternatives A and D have no adverse visual impact. The Selected Combination Alternative will disrupt fewer views than Alternative B and it will alter the architecture of only two buildings.

EXISTING SETTING

Throughout the study area there are several significant view corridors: views from Going Street, and views from bordering residential streets such as Blandena, Prescott, and Skidmore Court. The streets themselves, especially those away from Going Street, have a strong residential character which is harmed by the noise from Going Street. Looking west, Going Street descends through Going Canyon past Greeley Avenue and onto Swan Island. The Willamette River can be seen in the distance. Traveling east the residential area at the Overlook neighborhood lies on both sides of Going Street. The street curves slightly as it approaches Interstate Avenue, a major intersection, before reaching the I-5 overpass and on ramps. Photographs which show existing and future conditions by alternative are contained in the impacts analysis of this section, as Figures 21, 22, 23, and 24.

There is no continuity to the landscaping in the area except as provided by the band of natural vegetation along either side of the ravine. For the most part individual landowners have developed their lots to their own preferences. There are some areas, such as along Blandena Street in Subarea 1, that do have a homogeneity in the landscaping.

SUBAREA 1. Blandena Street, a cul de sac, overlooks Going Street from the north. Homes along the south side of Blandena Street have backyards which face the hillside above Going Street and a predominant tree area. Although the first story windows of these buildings face the hillside and have a view of Going Street through the deciduous trees, the second story windows are

oriented so that windows are facing the sides of the houses and not toward Going Street. Some of the houses at the west end of Blandena Street have views of the Willamette River, the Union Pacific Railyards, Swan Island, and areas across the river.

SUBAREA 2. The Going Canyon Subarea includes Going Street between Greeley Avenue on the west and Campbell Avenue on the east. Along this segment of Going Street on the north side are located a series of one and two story apartment buildings. These apartments are at the same level as the roadway and are visible to travelers on Going Street. In addition, there is a single apartment building on the south side of Going Street near Greeley Avenue.

SUBAREA 3. From the backyards of houses along Skidmore Court, Going Street is visible at the foot of the hillside. Some homes at the west end of the Skidmore Court cul de sac have upper floor views of the Willamette River, Swan Island, and beyond. The western end of Skidmore Court provides a viewing overlook of the Willamette River and points north and south. None of the project alternatives will affect the views offered at the western end of Skidmore Court.

SUBAREA 4. The concrete pedestrian overpass at Concord and Going is a dominating visual element. Some of the residences on Prescott Street have rear yards which directly overlook Going Street. Trucks and other vehicles using Going Street are clearly visible from some of the rear yards and from the front yards east of the overcrossing.

SUBAREA 5. Uses here include a two story convent at the Blessed Sacrament Church at the northeast corner of Maryland Avenue and Going Street, the one story Fire Station District 3, several wooden one story apartments and two houses. Most of these structures are oriented towards Going Street. Traffic on Going Street is highly visible in this subarea.

ALTERNATIVE B

IMPACTS

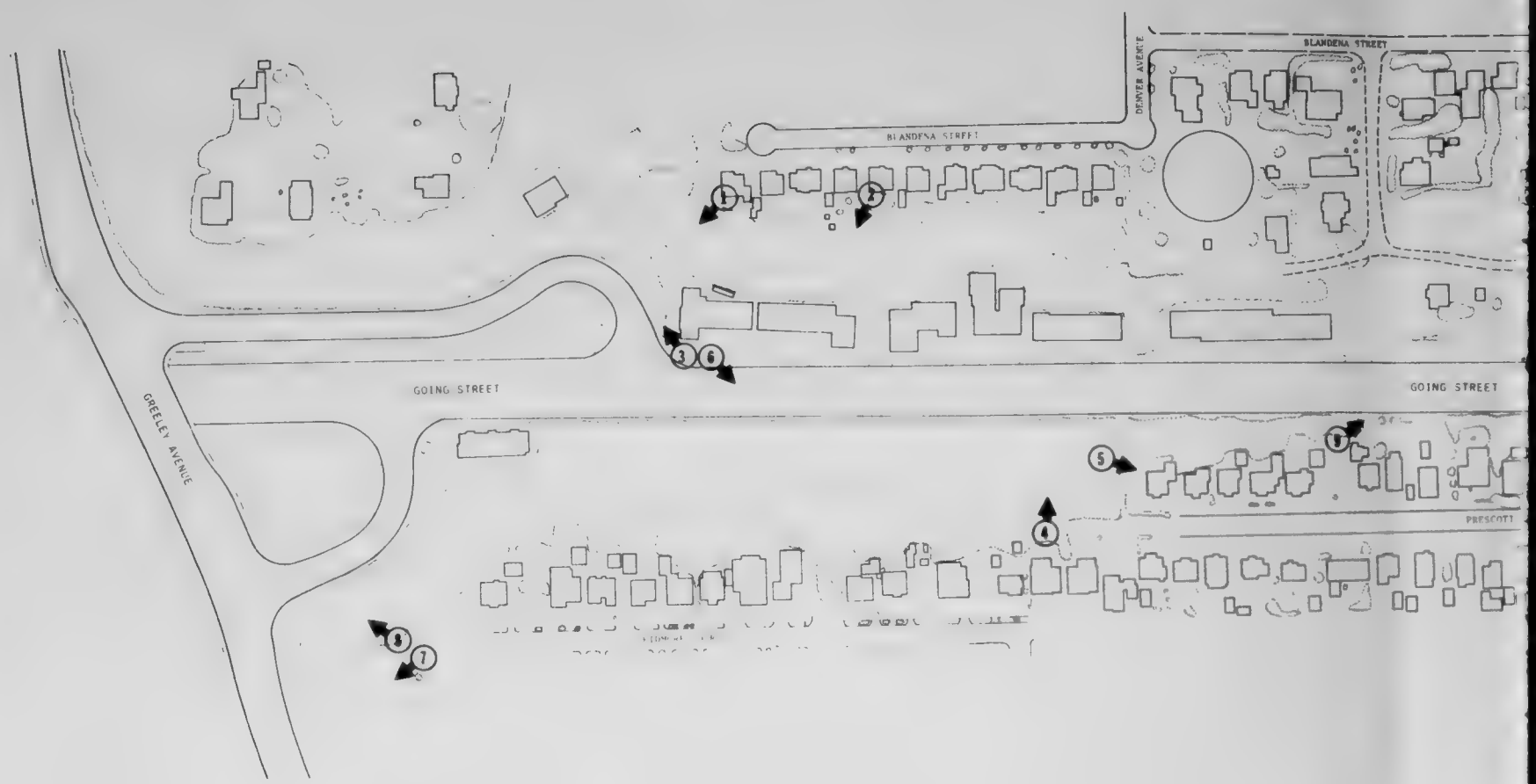
View Corridors. With the curving design of Going Street the wall will be visible

in varying degrees, depending on the location along Going Street. Figure 20 provides a key of locations from which photographs were taken for Figures 21, 22, 23, and 24, following each subarea discussion. The plates in Figures 21 through 24 show existing conditions and generally depict the location of the proposed wall and associated view corridor impacts. These photographs were intended to be conceptual and do not represent the precise location of the proposed wall or its impacts. Proposed wall locations were shown in the hatched portions of the photograph. All photographs were taken in January, 1979 during winter conditions under minimum vegetation conditions.

SUBAREA 1. Figure 21, Plates 1 through 4, shows view corridors in Subarea 1. A wall extending along the rear of the residences along Blandena Street in Subarea 1 would obstruct most views of the hillside below and Going Street from the first floor of these houses. Houses with rear fences already have an equivalent amount of their view and the hillside obstructed. In those instances where the proposed wall would be located below an existing wall on the hillside views will not be substantially reduced (see Plate 2). In cases where the proposed wall will be in front of an existing open fence, a wall will reduce visibility considerably. Views from the second floors will not necessarily be totally blocked, but may become partially obscured by wall construction. It should be noted that the hillside is at present wooded and that much of the view of Going Street and across to the other side of Going Canyon is already obstructed. The proposed wall will, however, be constructed above the elevations of most trees on the slopes. This will block views of the lower portions of the trees and small shrubs. Views from houses at the west end of Blandena Street will also be partially blocked in a westerly direction toward the Willamette River (see Plate 1). Again these slopes are wooded and a wall would be located above the planted slope near the bluff top. Generally, second story views will not be affected as greatly, although the wall will be visible from second stories.

Views from the two houses at the eastern edge of the subarea adjacent to the water tower will also be somewhat obstructed by the wall because of the proximity of the proposed wall to existing buildings.

The wall in Subarea 1 will be visible from Subarea 3, Skidmore Court, from



LEGEND

NUMBER OF PHOTOGRAPHIC PLATE AND DIRECTION OF VIEW

N

SCALE
1"=266'

FIGURE 20. KEY OF PHOTOGRAPHIC LOCATIONS

NS

20. PHOTOGRAPHIC LOCATIONS

PLATE 1. View of the Willamette River and further west from yard at western end of the Blandena Street cul-de-sac showing the alternative B wall

PLATE 2. View from sideyard on Blandena Street showing the alternative B wall

FIGURE 21. VISUAL SETTING OF SUBAREA 1

PLATE 3. View from Going Street of houses a top bluff at westernmost end of Blandena Street

PLATE 4. View from Skidmore Court looking across Going Canyon toward Blandena Street showing the alternative B wall

FIGURE 21 (CONTINUED). VISUAL SETTING OF SUBAREA 1

several locations (see Plate 4). Existing views of the rear of houses along Blandena Street will be obstructed by wall construction. One view corridor which will remain unchanged is that of the blufftop from the western end of Going Street. The steep sloping hillside with houses situated on the bluff at a considerable distance from the roadway will remain unaffected except for soundproofing measures (see Plate 3).

SUBAREA 2. Typical views of the apartments to be relocated in Subarea 2 were shown in Figure 19, Section 3.4. Removal of existing apartment buildings in the Going Canyon Subarea would have little visual impact on travelers on Going Street in both easterly and westerly directions. Remaining vacant lots will be landscaped. Landscaping will also allow for visual continuity from other vantage points, such as backyards of homes in Subareas 1 and 2.

SUBAREA 3. Figure 22, Plates 5 through 8, shows visual impacts in Subarea 3. The proposed wall will traverse the south facing slope of Going Canyon at varying distances from the rear of the properties along Skidmore Court (see Plate 5). Homes along Skidmore Court in particular will be impacted similarly as those residences on Blandena Street at similar elevations and distances from Going Street. The hillside below Skidmore Court is wooded (see Plate 6), thus limiting visibility of Going Street through the trees and shrubbery. A wall would further reduce visibility for residents along Skidmore Court, especially at the ground floor level and to a lesser extent from second floors.

Existing view from houses on the west end of Skidmore Court of the Willamette River will remain unaffected. These views include those of downtown Portland, the Fremont Street Bridge, the Union Pacific Railyards and Swan Island (see Plates 7 and 8).

SUBAREA 4. Figure 23, Plates 9 through 11, shows visual impacts in Subarea 4. The Central Going Subarea will be impacted in different ways. For residents along the western end of Prescott Street, for example, the wall will be in their backyards with visibility reduced significantly (see Plate 9). Alternative B will involve removal of housing which exists in the path of the wall alignment; thus views from these houses will be lost. The wall will be seen by residents on neighboring streets, where street closures are to occur (see

PLATE 5. View from western end of Prescott Street looking toward the rear of houses along Skidmore Court showing the alternative B wall

PLATE 6. View of south hillside along Going Street below Subarea 3.

FIGURE 22. VISUAL SETTING OF SUBAREA 3

PLATE 7. View from west end of Skidmore Court, looking south.

PLATE 8. View from west end of Skidmore Court, looking north.

FIGURE 22 (CONTINUED). VISUAL SETTING OF SUBAREA 3

PLATE 9. Views from yard along Prescott Street looking east along Going Street showing the wall for the Selected Alternative and Alternative B

PLATE 10. View of Colonial Avenue on south side of Going Street and Prescott Avenue houses showing the wall for the Selected Alternative and Alternative B

FIGURE 23. VISUAL SETTING OF SUBAREA 4

PLATE 11. View from pedestrian overpass looking northwest showing the wall of the Selected Alternative (left portion of view only) and of Alternative B

FIGURE 23 (CONTINUED). VISUAL SETTING OF SUBAREA 4

Plate 10), and from vehicles using Going Street. Those portions of the wall which curve around the northwest and southwest corners at Interstate Avenue will be visible from Interstate Avenue as well as from farther east on Going Street. Pedestrians' and bicyclists' views across Going Street will be obstructed by the wall. The closure of Colonial Street by the wall (see Plate 10) would obstruct the views of Going Street from those houses on adjoining streets, such as Prescott Street. A portion of the wall on the north side of Going Street west of the pedestrian overpass will be raised above the roadway surface and be visible to motorists, pedestrians, and cyclists along Going Street (see Plate 11).

SUBAREA 5. Figure 24, Plates 12 through 17, shows Subarea 5. The noise wall in Subarea 5, Interstate Plateau, will impact most heavily on those buildings which will remain after relocation, which includes the Convent and Fire Station District 3 (see Plate 13). The proposed wall will front the Sisters' House (Plate 14) and require necessary modifications to be made to the building Although the fire station will not have a wall in front of it, views from the fire station will be of the wall directly across the street. Vehicles and pedestrians traveling along Going Street in both directions will have their views somewhat obstructed by the wall (see Plate 13). Persons in automobiles will not be able to see beyond the wall, while persons in trucks will be in a better position to look over the walls.

The closure of Montana (see Plates 15 and 16) and Maryland (see Plate 14) Avenues results in an adverse visual impact to users of Going Street and remaining residences facing the blocked intersection. The easternmost end of the wall along the north side of Going Street will curve around Minnesota Avenue and occupy the existing median strip (see Plate 17). This section of wall will block views of these houses on Minnesota which look out over the freeway.

The design of the wall is important in achieving an appearance which is not offensive and overly imposing in the Overlook Neighborhood. The noise barrier construction should vary throughout the study area. The design, construction materials and dimensions of the wall will differ, based on specific subarea conditions. The construction requirements are described in Section 1.5. A conceptional rendering of the proposed wall is shown in Figure 25.

PLATE 12. View of Sister's Home at northeast corner of Maryland Avenue and Going Street

PLATE 13. View of Fire Station Distr
corner of Maryland Avenue

PLATE 15. View of Montana Avenue on south side of Going Street showing the wall for the Selected Alternative and Alternative B

PLATE 16. View of Montana Avenue on
Going Street and homes on
showing the wall for the Se
and Alternative B

FIGURE 24. VISUAL SETTING OF SUBAREA 5

ire Station District 3 at southwest
Maryland Avenue and Going Street

PLATE 14. View of Maryland Avenue on northside of Going Street showing the wall for the Selected Alternative and Alternative B

ontana Avenue on south side of
eet and homes on Prescott Avenue
he wall for the Selected Alternative
native B

PLATE 17. View from Going Street looking north on Minnesota Avenue showing the wall for the Selected Alternative and Alternative B

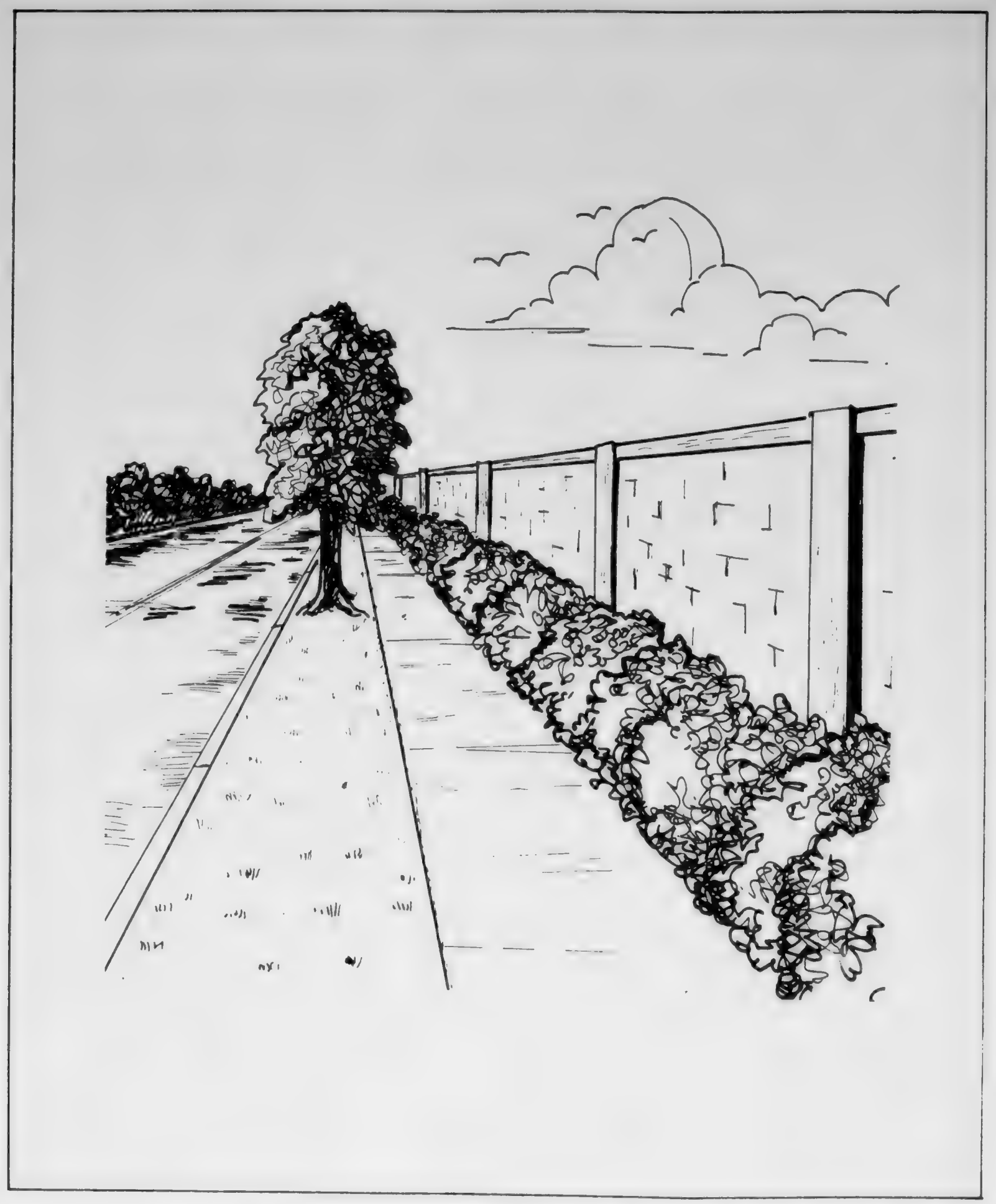


FIGURE 25. CONCEPTUAL RENDERING OF PROPOSED NOISE BARRIER

Landscaping. Landscaping includes a planted strip between Going Street and a pedestrian bicycle path on the north side of the street between Greeley and Interstate Avenues; areas vacated by the removal of structures; and the areas adjacent to the wall itself. The City of Portland has several guidelines and ordinances to control landscaping. These guidelines include a 35 foot maximum height for trees beneath power lines, a 14 foot minimum clearance above streets, a seven and one half foot clearance above sidewalks, and a 25 foot setback from street corners so visibility is not impaired. The City Forester for Portland has prepared a list of trees that are suitable for various conditions. The list may be found in the Biology section of Volume II of this report along with a list of shrubs and ground cover.

SUBAREAS 1 and 3. Landscaping with low shrubs in Subareas 1 and 3 will soften the impact of the wall from either side. As the individual landowner will be responsible for maintenance of the section of wall on his land, he should be given some choice of what is planted. The plantings should be massive enough to break up the continuity of the wall.

It has been suggested by the Street Tree Advisory Committee that some of the natural vegetation on the steep ravine slopes be removed and replaced with trees that would add more color to the setting. This is not recommended because the slopes are very steep as a result of natural geologic processes, and any disturbance may lead to downslope movements of the surface soils.

SUBAREA 2. In Subarea 2 all the apartment buildings will be removed and a pedestrian/bicycle path will be added on the north side of the street. The bicycle path is to be separated from the street by a planted area at least six feet wide. Because of the land vacated by the removal of the apartments there is an opportunity to locate the bike path farther from the road and give the area a parklike quality. Trees added along the roadway need to be set back at least three feet from the curb with a 50 foot spacing between trees, and have a 15 foot clearance over the street. An overhaul power line exists along the south side of Going Street but no major plantings are envisioned on this side of the street.

SUBAREA 4. In Subarea 4 the proposed landscaping includes shrubs on both sides

of the wall as well as a planted area between the bicycle/pedestrian path and the street on the north side. Landscaping between the pedestrian overcrossing at Concord Avenue and Interstate Avenue should be similar on both sides of the street. This will require additional plantings on the south side of Going Street to match the green strip on the north side.

SUBAREA 5. In subarea 5 shrubs are proposed to break up and soften the massive effects of the wall on top of the six foot berm. Some form of groundcover will also be required on the berm.

MITIGATION MEASURES

Mitigation measures applicable to Alternative B deal primarily with design features of the wall and landscaping to reduce its visual intrusion. For areas where view corridors are blocked, no mitigation measure is proposed as a reduction in the height or breaks in the wall would reduce the effectiveness of the noise reduction substantially.

All landscaping measures should be approved by the City Forester. In addition, vegetation, trees and shrubs, removed during construction, should be preserved at the discretion of the City Forester and used as stock in the city nursery.

ALTERNATIVE C

IMPACTS

Alternative C will have little impact on views from exterior areas. Major soundproofing would eliminate interior views, mostly of Going Street. In Subareas 2 and 5, the elimination of all standard window and door openings facing Going Street would substantially alter the appearance of those affected buildings. The wall and berm proposed for this alternative will have a visual impact similar to Alternative B.

The general landscaping measures discussed under Alternative B apply to Alternative C. Subareas 1 and 3 require no landscaping at all. Because of the small area available in Subarea 2, a landscaped path will not be possible. In Subarea 4 Alternative C will result in the removal of 15 houses that front

on Going Street, The vacated areas will require landscaping. The pedestrian/ bicycle path on the north side of Going Street can be setback from the street in a parklike area.

In Subarea 5 the south side of Going Street will be treated as described in Alternative B. There will be no wall placed on the north side of Going Street, but major soundproofing of several structures will result in some two story blank walls that should be softened by plantings.

MITIGATION MEASURES

No mitigation measures are proposed with respect to visual impacts for Alternative C.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

Since this alternative is a nonstructural strategy for noise mitigation, no visual impacts are expected throughout the study area and no mitigation is required.

3.7 BIOLOGY

SYNOPSIS. The study area can be divided into two different types of habitats, urbanized throughout most of the area, and natural along the steep slopes of Going Canyon. None of the various project alternatives is expected to have adverse impact upon the area vegetation or wildlife.

EXISTING SETTING

Vegetation. Most of the study area is in urbanized condition. The vegetation in lawns, yards, and gardens is planted at the discretion of the individual property owner. This results in a heterogeneity and diversity of vegetation through the area. A large number of vegetable gardens also exist in the study area, leading to further diversity in the vegetation.

The steep slopes along the sides of Going Canyon are in a nearly natural condition. The vegetation is a mixed woodland habitat, mostly deciduous trees with a few conifers and a dense undergrowth. (A more detailed discussion is presented in the Technical Report.)

Wildlife. The many yards and gardens throughout the study area, as well as the naturally vegetated slopes, provide a substantial habitat for many small birds and mammals. The Technical Report contains a list of the wildlife that is expected to exist in the study area. The wildlife population, especially birds, will vary in composition throughout the year with seasonal changes. No rare or endangered species, plant or animal, has been identified as occurring within the study area.

ALTERNATIVE B

IMPACTS AND MITIGATION MEASURES

SUBAREAS 1 and 3. In Subareas 1 and 3 the construction of the noise barrier wall will result in a slight disruption of the vegetation along the alignment of the wall. After construction and with the growth of plants over time and the addition of landscaping, the area should be replenished with vegetation. The presence of the wall may disrupt the prowling of certain terrestrial

animals, but this will not be significant.

SUBAREAS 2, 4, and 5. In Subareas 2, 4, and 5 Alternative B will result in the demolition or removal of a large number of structures, and the existing landscaping. The subsequent construction of the wall will include the addition of new landscaping around this wall. The additional landscaping with the wall will provide habitat similar to that presently existing, although there will be an initial disruption during construction.

In Subareas 1 and 3, the slopes would be returned to their natural condition after construction by the use of natural plant materials. No other mitigation is proposed.

ALTERNATIVE C

IMPACTS AND MITIGATION MEASURES

There are no biological impacts related to Alternative C in Subareas 1, 2, and 3. In Subareas 4 and 5 the demolition of a number of structures and the subsequent landscaping of the vacated areas will provide habitat similar to that presently existing. No mitigation measures are proposed.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

There are no biological impacts related to Alternative D and no mitigation measures are proposed.

3.8 GEOLOGY AND SOILS

SYNOPSIS. Geologic factors that are of concern in the development of the noise mitigation proposal include: soil strength, found to be adequate; slope stability, a major factor because of very steep slopes; and the presence of refuse fill beneath the western portion of Going Street in the study area. Principal impacts are the result of slight additional risks of slope failure owing to the weight of noise walls proposed in Alternative B for Subareas 1 and 3. In Alternative C, minor erosion potential exists in Subareas 4 and 5. In Alternative D differential subsidence and settling leading to cracking of the pavement will continue to be a problem. In the Selected Alternative, noise walls will not exist in Subareas 1 and 3, where noise wall construction faced slight additional risks.

EXISTING SETTING

The study area is situated within the Overlook Neighborhood of the North Portland plateau. Going Canyon is a ravine cut into the bluff above the Willamette River. The North Portland plateau is underlain by fluvial and lacustrine sediments deposited by an immense flood about 10,000 years ago (Trimble, 1963). The sediments are silts and silty sands at the tip of the plateau, becoming coarser with depth. In the lower portions of the ravine some gravelly beds are present.

The study area is located in Seismic Zone Number 2 as defined by the Uniform Building Code (1976). Areas within Seismic Zone Number 2 may be expected to sustain moderate damage from an earthquake. The Portland area can be expected to experience a magnitude 5.2 earthquake once every 10 years (Couch and Lowell, 1971). Ground shaking would be moderate near the epicenter of such an event and some damage could occur in the Going Street corridor.

The sides of the ravine are very steep, with slopes as high as 100 to 150 percent. Soils investigations indicate that the sediments are only stable at slopes of 65 percent or less. The slopes are presently undergoing active deformation by shallow surface sliding. This activity will continue until a stable configuration is reached. Disturbance of the slopes will increase the incidence of sliding. A seismic event has a slight possibility of inducing sliding. Structures placed above the slope should be set back to the point where they make a 30 degree angle with the base of the slope.

The soil strength throughout the study area is generally sufficient to support any of the proposed noise barriers in their presently envisioned sizes. The loose, organic surface soil must be removed before any of the barriers are emplaced. In the western portion of the study area Going Street overlies a refuse fill. This factor has contributed to roadway subsidence and cracking pavement.

ALTERNATIVE B

IMPACTS

Alternative B is the proposed wall alternative, and entails the construction of some form of noise barrier throughout most of the study area. The specifications of the barrier and the associated impacts vary among subareas and, to some extent within the subareas.

SUBAREA 1. Most of Subarea 1 will be protected by a noise wall running along the top of the bluff. The noise wall will be set back, because of the problem of slope stability, to the point where it forms a 30 degree angle to the horizontal with the base of the slope. With such a setback there should be only a very slightly added risk to the stability of the slope (compared to risk without the wall). During construction of the wall there will be some disturbance of the surface soils. This will result in a slight increase of the erosion potential in this subarea.

SUBAREA 2. Alternative B for Subarea 2 entails the removal by relocation or demolition of all the apartments along this portion of Going Street. This action would result in exposure of a sizeable area that is presently covered; therefore, the erosion potential of this subarea will be increased. There presently exist several retaining walls along the bottom of the slopes where cuts were made into the slopes. The retaining walls should be kept or some other form of slope stabilization should be used to prevent surficial sliding of the ravine slopes.

SUBAREA 3. The impacts of Alternative B on Subarea 3 are similar to those in Subarea 1. Because of the steepness of the slope at the western end

of the subarea the sound wall cannot be built to effectively shield the westernmost residence from noise, and the wall does not extend behind the last house on Skidmore Court.

SUBAREA 4. In Subarea 4 demolition of the residences will result in an increased exposure of the soil to erosion. In the western portion of Subarea 4 the proposed noise wall will extend along the top of the steep ravine slopes. The wall will be set back from the top of the slope so that it forms a 30 degree angle from the horizontal with the base of the slope. This measure will insure that the wall does not worsen the problems of slope stability (other than a very minor extent). In the eastern portion of this subarea the slopes are low enough so that no problems are envisioned. Approximately 1300 cubic yards of earth fill would be needed.

SUBAREA 5. The demolition of four buildings on the north side of Going Street and part of one building on the south side in Subarea 5 may result in a slight increase in erosion potential. The erosion potential will not be great, however, because Subarea 5 is relatively level. The proposed wall in Subarea 5 is to be placed on a six foot high berm. With the design slope of two horizontal to one vertical and a four foot wide flat area, the total width of the berm at its base will be 28 feet. The total amount of fill necessary to construct this berm will be between 4000 and 5000 cubic yards. The fill should be compacted to 95 percent of the ASTM D698 density. Such compaction can be accomplished on most local soils during the dry season, but during the wet season only those soils with less than five percent silt and clay can be compacted to this extent.

MITIGATION MEASURES

Mitigation measures for Alternative B are the same for all subareas and will include the following construction conditions: Perform as much construction as possible during the dry season, May to October, decreasing the hazard of erosion and allowing for the proper compaction of fill materials; and areas of disturbed soil will be mulched and seeded as soon as practicable to reduce the potential for erosion.

ALTERNATIVE C

IMPACTS

Alternative C, the proposed soundproofing alternative, deals primarily with existing structures; as a result, there will be no geological impacts in Subareas 1, 2, and 3, and only minor impacts in Subareas 4 and 5. In Subarea 4 the demolition of residences will result in a temporary increase in the erosion potential of Subarea 4. In Subarea 5 Alternative C proposes constructing a noise wall on the south side of Going Street identical to the one proposed in Alternative B. The impacts thus will be the same as discussed earlier. The amount of fill required for this section of wall is 1600 cubic yards, and the fill should be compacted to 95 percent of the ASTM D698 density. This soil compaction will be easier to accomplish in the dry season.

MITIGATION MEASURES

The mitigation measures for Alternative C are the same as those for Alternative B but apply only to Subareas 4 and 5.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

Alternative D involves resurfacing the entire length of Going Street in the study area as well as minor curb realignments. The impacts of this alternative would occur mainly in the western part of the study area where Going Street overlies a refuse fill. Differential subsidence and settling leading to cracking of the pavement will continue to be a problem in this area. The possible measures to alleviate this problem are total excavation and reconstruction of the roadbed or injecting liquid asphalt into the fill. Neither of these measures would be cost effective, so that the settling problem is expected to persist. Frequent repair of the roadway would thus continue to be required. During construction for realignment of the roadway and changing the curbs, there will be some increase in the erosion potential. This impact should not be significant. No mitigation measures are proposed for Alternative D. See the Technical Report for a more detailed geologic analysis.

3.9 HYDROLOGY/WATER QUALITY/UTILITIES

SYNOPSIS. The principal long term adverse impact on hydrology and water quality or utilities is possible entrapment of runoff behind the proposed wall in the hillside areas in Alternative B and the reduction of access to underground utilities that may be caused by the wall in some areas in Alternative B and Alternative C. Mitigation measures are proposed to permit adequate drainage in noise barrier locations. Alternative D will require only minor relocation of utilities. The Selected Combined Alternative will have the same impacts as B and C above.

EXISTING SETTING

Hydrology and Water Quality. The study area is for the most part in an urbanized condition. The only nonurbanized areas are rather steep slopes of the ravine sides. Going Canyon was formerly the drainage from the Overlook regions to the Willamette River but no natural drainage channel currently exists, since most of the runoff from this local watershed is carried by the city storm drain system. The mean annual rainfall in the Portland area ia approximately 42 inches per year, enough to produce significant quantities of runoff. In general runoff from urban areas is degraded in quality because of the inclusion of heavy metals, oil, grease, and other pollutants from roadways. This problem is not expected to be altered in the study area, since runoff quantity or quality are not appreciably influenced by the alternatives under construction.

There are no groundwater problems along the upper parts of the plateau. The sediments actually become drier with depth. However, water was observed seeping from the sides of the ravine in the lower portion of Going Canyon in the western half of the study area.

Utilities. Most of the utilities throughout the study area are underground. The major exceptions are a 57,000 volt power line and a 3,000,000 gallon water tank. Other utilities including sanitary and storm sewer lines, natural gas lines, water lines, and some of the telephone lines are located underground in the study area (see Figure 7.1 of the Technical Report).

ALTERNATIVE B

IMPACTS

Hydrology and Water Quality. The only long term hydrology and water quality impacts resulting from Alternative B would occur in Subareas 1 and 3. Runoff trapped behind the noise wall could seep into the steep hillsides increasing the moisture content of the soils and decreasing soil strength. The phenomenon would increase the potential of slope instability and minor slumping. Short term construction impacts are expected because of increased risks of sedimentation in all areas where wall construction, berm joining, or other earth clearing is involved.

Utilities. There are several locations where the construction of the noise wall could affect utilities. However, the overall impact would be minimal because the wall is set back from the existing Going Street righ of way while most utilities are located beneath Going Street. Where the wall crosses buried utility lines, no significant problems are envisioned. It is only where the wall parallels the utilities that access problems could occur, as discussed below. In some places, utility lines may need to be relocated.

SUBAREA 1. In Subarea 1 the primary impact the noise barrier could have is adjacent to the water tower where a combined storm and sanitary sewer line, an eight inch drain, a two inch water line, and a 24 inch water main are running parallel with the proposed wall. Because the footing for the wall is only two to three feet wide, with careful siting the wall could be placed where it would not affect access to the utilities.

SUBAREA 2. The demolition of the structures in Subarea 2 will cause no impacts upon the utilities other than the inconvenience of capping or removing the individual connections.

SUBAREA 3. There are no impacts to utilities in Subarea 3 for Alternative B.

SUBAREA 4. In Subarea 4 the demolition of the structures will generate the same impacts as in Subarea 2. The position of the wall would not affect any

of the underground utilities. The closing of Colonial Street on the south side of Going Street by the wall will require the repositioning of two catch basins for the storm sewer system.

SUBAREA 5. The demolition of the structures would require the removal of individual utility connections. Along Minnesota Avenue at the corner of Going Street the wall may interfere with access to a buried telephone cable, a gas line, and a combined sewer line. The closure of Maryland and Montana Avenues on the north side of Going Street will require the repositioning of four catch basins for the storm sewer system.

MITIGATION MEASURES

Adequate drainage will be provided beneath the wall and channel runoff toward the drainage points to prevent the saturation of soil. The culverts beneath the wall will be offset to prevent the transmission of sound through them.

ALTERNATIVE C

IMPACTS AND MITIGATION MEASURES

Hydrology and Water Quality. Alternative C, the soundproofing alternative, has no impact upon the hydrology and water quality of the study area and thus no mitigation is proposed.

Utilities. The soundproofing alternative would have no effect on the utilities in Subareas 1 and 3. In Subareas 2, 4, and 5 some minor impacts may be caused. No mitigation measures are proposed.

SUBAREA 2. In Subarea 2 Alternative C involves the complete closure of all walls facing Going Street. This closure will increase the use of electricity for lighting and air conditioning. The increased use of electricity by individual apartment dwellers would be offset by the reduction in demand for heating of such sealed units.

SUBAREA 4. Alternative C will result in demolition of several single family dwellings in Subarea 4. The individual utility connections of these dwellings would have to be removed. The north facing wall of 15 residences on the south side of Going Street will be sealed. This would lead to some increase in the use of electricity for light, but would reduce demand for natural gas for heating.

SUBAREA 5. The south wall of five structures on the north side of Going Street would be sealed under Alternative C. As above, this would lead to an increased use of electricity for lighting and airconditioning and decreased demand for heating. The proposed wall on the south side of Going Street would lead to the same utility impacts south of Going Street as indicated for Alternative B. No mitigation measures are proposed.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

Alternative D proposes to resurface Going Street and to realign and restructure some of the curbs. There would be no impact on the hydrology and water quality or utilities other than repositioning two catch basins at the corner of Going Street and Interstate Avenue. No mitigation measures are proposed.

3.10 AIR QUALITY

SYNOPSIS. Meteorological aspects that relate to air quality in the study area are summarized below. Existing and future air quality are evaluated on the basis of (1) archival weather and air monitoring data, (2) on site carbon monoxide sampling performed by Earth Metrics Incorporated (1978) in the month of December, and (3) projected traffic and vehicular emissions for 1981, the year of expected worst air quality. Carbon monoxide levels are discussed with respect to sensitive receptors. No significant air quality impacts are expected to result from any of the alternatives.

EXISTING SETTING

Air quality is the balance of the natural dispersal capacity of the atmosphere and air pollutant emissions from human use of the environment. Vehicular traffic is the principal source of air pollution in the Going Street study area. Frequent temperature inversions and low wind speeds in the winter cause reduced ventilation and accumulation of air pollutants throughout the City of Portland and in the Going Street corridor in particular.

Air pollutants of primary local concern are carbon monoxide and total suspended particulates. Exposure of residents and pedestrians, especially the young or elderly, to carbon monoxide may result in dizziness and reduced reaction time when carbon monoxide concentrations attain values near the federal standards. Other segments of the population are affected similarly, but have somewhat higher tolerances. The federal carbon monoxide (CO) standards were developed to limit the oxygen competing quality of carboxyhemoglobin (the form taken by CO in the bloodstream) to two percent or less. Exposure to high ambient total suspended particulates (TSP) levels may lead to chronic lung illnesses and also cause property damage (e.g., soiling). Properties adjacent to Going Street are prone to relatively high TSP levels because of the high volume of truck traffic. The federal TSP standards were designed to reduce health hazards and economic losses attributable to particulate matter.

Table 12 provides a summary of existing ambient levels of air pollutants as documented in the Swan Island Transporation Access Draft Environmental Impact

TABLE 12. SUMMARY OF AMBIENT AIR POLLUTANT LEVELS APPLICABLE TO THE GOING STREET CORRIDOR (APPLICABLE TO ALL ALTERNATIVES, BUT DOES NOT INCLUDE HIGHLY LOCALIZED EFFECTS OF NOISE WALLS)

POLLUTANT	APPLICABLE STANDARD[a]	EXISTING CONDITIONS (1978) SUBAREA 2	SUBAREA 4	SUBAREA 5	FUTURE CONDITIONS (1981) SUBAREA 2	SUBAREA 4	SUBAREA 5
Carbon Monoxide	40 mg/m^3 (1 hour)	11	10	13	10	9	12
	10 mg/m^3 (8 hours)	7.3	5.8	8.4	6.6	5.2	7.6
Total Suspended Particulate	100 µg/m^3 (24 hours)	1) 207[b] 2) 132	No Data	1) 161[b] 2) 114	---------- No Change ----------		
Lead	1.5 µg/m^3 (30 days)	1.7[c]	No Data	1.3[c]	No Data		
Nitrogen Dioxide	100 µg/m^3 (annual)	---------- 61[d] ----------			--------- Regional Concern---------		
Reactive Hydrocarbons	160 µg/m^3 (6 to 9 a.m.)	---------- 4190[e] ----------			--------- Regional Concern ---------		
Oxidant	160 µg/m^3 (1 hour)	---------- 1) 204[f] 2) 196 ----------			--------- Regional Concern ---------		

a Other, less stringent standards are discussed in the Technical Report.
b Twelve high volume samples during 11/8/77 through 12/12/77; 1) refers to first highest and 2) to second highest measured level, respectively.
c Average of twelve lead levels (24 hour) recorded during 11/8/77 through 12/12/77.
d DEQ air monitoring station at 718 W. Burnside (1976).
e Maximum 1 hour average level recorded by DEQ at 718 Burnside (1976).
f 1) first highest and 2) second highest 1 hour average oxidant levels recorded at 718 W. Burnside (DEQ, 1976).
Source: Swan Island Transportation Access Air Quality Study, 1978 and Earth Metrics Incorporated, 1978.

Statement, 1978, and reported by Earth Metrics Incorporated (1979). The first column of Table 12 identifies air quality standards that relate to the existing levels throughout the State of Oregon.

Carbon monoxide exposure at residences along North Going Street in Subareas 2, 4, and 5 was measured by Earth Metrics Incorporated (1978). Previous carbon monoxide monitoring was performed at the apartments of 1900 North Going Street in 1977 (Swan Island Transportation Access Air Quality Study, 1978). Findings of these studies indicate that the eight hour standard and one hour standard were not violated in the study area. Maximum CO concentrations were associated with easterly winds parallel to Going Street coupled with stable atmospheric conditions.

TSP exposure at the apartments of 1900 North Going Street and at Pope John XXIII School was measured in 1977 (Swan Island Transportation Access Air Quality Study, 1978). Each air monitoring location experienced one excess of the federal 24 hour standard level (150 $\mu g/m^3$). Relatively high levels of TSP presently occur in winter months (especially November and December) on properties immediately adjacent to North Going Street. However, the location of the air monitoring probe, approximately 30 feet from Going Street at an elevation of three feet, limits the usefulness of these TSP data to microscale interpretations only. High TSP levels were associated with periods of low wind speed and stable atmospheric conditions. Ambient lead concentrations have been an expressed citizen concern by the Going Street Noise Abatement Project EIS Citizens Advisory Commission; however, there is not available monitoring data to document local standard excesses.

Air Quality Plans and Regulations. Pursuant to the requirements of the federal Clean Air Act, each state is required to provide for statewide attainment and maintenance of the primary National Ambient Air Quality Standards (NAAQS). Additionally, the Clean Air Act empowers states to develop their own air quality standards, which may be more restrictive than the NAAQS. The State of Oregon has promulgated ambient air quality standards for vehicle related pollutants that are equal to or more restrictive than the NAAQS, with the exception of the federal standard for lead. Accordingly, the DEQ standards represent the most restrictive air quality criteria applicable to the project.

Long term air quality planning for continued maintenance of air quality within the state is afforded by the Clean Air Act requirement that each state prepare and commit to a Clean Air Act State Implementation Plan (SIP). A revised SIP will be submitted by the state to EPA in mid 1979, and will contain plans for individual air basins within the state, with the overall objective of state wide compliance with the NAAQS by 1982 (an extension to 1987 may be granted by EPA for oxidant and CO). The entire greater Portland area is presently a designated Metropolitan Special Air Quality Maintenance Area for oxidant, a photochemical pollutant of regional origin.

The Metropolitan Service District (MSD) is presently developing measures for control of oxidant precursor pollutants (principally hydrocarbons and oxides of nitrogen) within the Portland Metropolitan Special Air Quality Management Area for ultimate inclusion to the revised SIP. Additionally, DEQ is developing control measures for total suspended particulates within the airshed, although the applicability of these measures to the project cannot yet be determined.

ALTERNATIVE A

IMPACTS AND MITIGATION MEASURES

The principal factors affecting future air quality in the study area will be the federal motor vehicle emission standards, traffic volumes on Going Street, and local meteorology. Under Alternative A, the No Build alternative, carbon monoxide emissions and average concentrations will be reduced, despite increased vehicle use, with the increased proportions of new, cleaner automobiles and trucks in the vehicle fleet. However, particulate emissions and average concentrations will be less improved, reductions being dependent on the effectiveness of local and regional particulate control strategies (e.g., street sweeping and other air pollution abatement regulations).

Table 12 presents predicted worst case ambient pollutant levels under Alternative A. These levels were determined by linear rollback based upon mobile source emission factors (EPA, 1978 and 1979). It should be noted that unusually poor dispersal conditions, stagnant wind and a stable atmosphere, could create

worse pollutant levels in 1981 than those reported in Table 12. No mitigation measures are proposed.

ALTERNATIVE B

IMPACTS

Primary air quality impacts resulting from Alternative B would relate principally to the construction phase. Construction related activity would generate particulate emissions through several mechanisms: (1) off road construction vehicle use (i.e., movement over unpaved surfaces); (2) hauling and placement of earth; (3) emissions from certain construction equipment.

Other construction related pollutant emissions would result from an increase in non construction related vehicle emissions because of construction associated traffic congestion and low vehicle speeds. Based on present conditions in the study area, TSP is the only pollutant for which ambient air quality standards violations may result from construction vehicle use. Although it is impractical to quantify resultant particulate levels, it is very probable that the 24 hour TSP standard will be violated during the construction phase.

Some slight local air quality impacts would result from dispersal modification attributable to the sound barriers. Dispersal modification would be negligible in Subareas 1, 2, and 3 because the sound barriers atop the bluff represent an insignificant modification of the existing local topography. A six foot high noise wall fronting Going Street in Subarea 4 may produce highly localized elevated CO concentrations, compared with those that would otherwise occur near the walls; however, the effect on air quality of dispersal modification under crosswind conditions in Subarea 4 will be insignificant compared with that of federally mandated emission reductions. In Subarea 5, a six foot high wall atop a six foot earth berm will significantly reduce wind speed near the walls under crosswind situations. Although the resulting pollutant levels near the walls should probably remain in compliance with air quality standards in the future, the possibility exists for localized excesses of the 8.7 ppm standard inside the walls on days of low crosswind speed and stable atmospheric conditions. The canyon effect of a noise wall in Subarea 5 on days of easterly

winds will cause increased wind speeds through the canyon by as much as 50 percent.

Table 12 presents predicted worst case ambient pollutant levels in the absence of any walls. The marginal effect of the noise walls under Alternative B is such that there will be little difference between projected air quality under Alternative A and Alternative B. Relocation of some residents to areas outside of Subarea 2 and 4 will potentially reduce their exposure to CO, TSP, and Pb levels, as the existing impact of soiling and truck fumes on these residents may be considered as significant.

MITIGATION MEASURES

The Oregon Department of Environmental Quality regulations require that measures be taken to minimize air quality impacts of construction and demolition activities. These measures include the use of water on areas of disturbed topsoil and the reduction of idling by heavy machinery to check excessive emissions. An effective watering program alone (i.e., twice daily watering with complete coverage) could reduce the dust emissions by up to 50 percent (EPA, 1978).

ALTERNATIVE C

IMPACTS AND MITIGATION MEASURES

The soundproofing alternative, Alternative C, will have no adverse impacts with respect to air quality in the study area. As with Alternative B, relocation of some residents will potentially reduce their exposure to CO, TSP, and Pb levels. Mitigation measures for Alternative C will be similar to those included in Alternative B.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

The nonstructural alternative, Alternative D, will have marginal (or negligible) impacts on the air quality of the study area. Noise reduction strategies

that will have potential effects on local air quality include the following:

(i) Reduction of downhill truck speeds would tend to increase the emission of CO and RHC, and to decrease the emission of NO_x. The reduction of truck speeds would indirectly cause a reduction of passenger vehicle speeds and cause a similar trend in emissions for passenger vehicles. An average reduction of five miles per hour would increase CO emission by 20 to 25 percent in 1981; however, this increase would only occur on the downhill lanes of Going Street.

(ii) Reduction of nighttime outhauls from Swan Island would necessitate outhauls during the daytime. The resulting higher volume of truck and passenger vehicle traffic during the daytime, would potentially slightly aggravate traffic flow on Going Street. The same relationship between vehicle speed and pollutant emission would hold as discussed above.

(iii) Improvement to the Going Street road surface would potentially reduce the emission of particulate matter via tire wear. This reduction would have a negligible impact on local TSP levels.

Repaving operations requiring grading will comply with recommended dust control practices to limit the particulate problem near road construction sites. No other mitigation is proposed.

3.11 ENERGY

SYNOPSIS. Energy consumption continues to be a local and national concern. The main energy issues of the project involve short term construction impacts (Alternative B and Selected Alternative), demolition impacts (Alternatives B, C, and Selected Alternative), and soundproofing impacts (Alternative C and Selected Alternative). None of the project alternatives will have significant energy impacts.

EXISTING SETTING

Existing gasoline use by motor vehicles is the most significant energy expense in the study area. Secondary energy costs relate to maintenance of public improvements and residences, and to operation of utilities and households.

ALTERNATIVE B

IMPACTS AND MITIGATION MEASURES

The sound barriers constructed under Alternative B would be the most costly of alternatives in terms of construction energy. Energy costs would accrue through material fabrication, transportation, and on site construction. Continued maintenance of the walls would also require some energy use. Demolition would entail minor expenditures of energy for equipment and hauling, as well as loss of housing which could be equated with energy loss. No mitigation measures are proposed.

ALTERNATIVE C

IMPACTS AND MITIGATION MEASURES

Soundproofing of residences that front Going Street will also improve their energy efficiency by improving corresponding thermal resistance of the building skin. Weatherstripping, storm windows, and caulking are all of value in terms of energy conservation as well as noise reduction. The net benefit of soundproofing will be a moderate reduction in energy use for home heating. Some energy and resources will be lost as a result of the demolition of homes. No mitigation measures are proposed.

ALTERNATIVE D.

IMPACTS AND MITIGATION MEASURES

Alternative D poses several operation and construction related effects on energy consumption including the following: if the strategy of enforcing truck speeds is executed, energy savings will derive; resurfacing of Going Street and subsequent maintenance represents a regular and substantial energy expense; and minor modifications of curb locations would offer slight benefits to energy consumption by facilitating truck maneuvers. No mitigation measures are proposed.

3.12 CULTURAL RESOURCES

SYNOPSIS. The purpose of this section is to identify those properties within the study area that are of cultural or historic interest. Within the area there are no properties which are listed on the National Register of Historic Places or the Statewide Inventory of Historic Sites and Buildings or the Portland Historical Landmarks Buildings and Sites. There are, however, a number of older homes which, although ineligible for historic designation are derived from a period of architectural variety and quality. Four of the properties couldbe relocated. The Oregon Department of Transportation, State Historic Preservation Office report on the historic resources of the study area is included in the Technical Report.

EXISTING SETTING

No properties of national or state historical significance warranting inclusion on any of the registers have been identified in the study area. Four houses of local historical interest were identified by the Portland Historical Landmarks Commission staff, and several otner buildings were identified in the Oregon Department of Transportation report. Other features of possible cultural importance include the open space area at the end of Skidmore Court, Si Stanich Memorial under the southern end of the Concord Avenue pedestrial over-crossing, and the open undeveloped area designated as Beech Park.

ALTERNATIVE B

IMPACTS AND MITIGATION MEASURES

Under Alternative B there will be some minor impacts. Four houses identified in the Cultural Resources Report are slated for removal. These properties are located at 1551, 1541, 1531, and 1712 Going Street. The open space area at the west end of Skidmore Court would not be affected by Alternative B. Si Stanich Memorial may be slightly reduced in size by construction of the wall, but in isolating the park from Going Street the quality of the park may be improved. (See Technical Report.) No mitigation measures are proposed for Alternative B. Relocation of the residences will be further evaluated.

ALTERNATIVE C

IMPACTS AND MITIGATION MEASURES

The only cultural or historic impacts associated with Alternative C involves the relocation of the same four structures discussed under Alternative B. Two other structures (1711 Going Street and 1743 Prescott) designated by the Portland Historical Landmarks Commission would undergo major soundproofing involving the sealing of all door and window openings facing Going Street. Neither of these buildings face Going Street so their front access would be unchanged. Soundproofing improvements to the structures will not affect their use or historic value. No mitigation measures are proposed for Alternative C.

ALTERNATIVE D

IMPACTS AND MITIGATION MEASURES

There are no cultural or historic impacts associated with Alternative D. No mitigation measures are proposed.

4. UNAVOIDABLE ADVERSE IMPACTS

Sections 1, 2, and 3 address the significant environmental effects that cannot be avoided if one of the Build Alternatives is implemented. The significant impacts that can be mitigated but not totally eliminated include:

- Partial disruption of existing land use on Going Street including removal of existing residential uses (Alternatives B, C, and the Selected Combination Alternative).
- Alteration of local transportation patterns with street closings (Alternatives B, C, and the Selected Combination Alternative), and resurfacing activities (Alternative D).
- Continued increase in traffic on Going Street associated with the development of Swan Island. An increase in traffic will occur independently of this project.
- Continued exposure of residential uses to exterior noise levels in excess of federal standards (Alternative A, C, D, and the Selected Combination Alternative. Alternative B and the Selected Combination Alternative will reduce noise levels below standards in most areas. (See Table 6 in Section 3.3).
- Property acquisition, housing demolition, and relocation of residents will be required for Alternatives B, C and the Selected Alternative.
- Removal of property from local property tax assessment, thereby reducing city and other local revenues (Alternatives B, C, and the Selected Combination Alternative).
- Partial obstruction of view corridors throughout the study area associated primarily with wall location in Alternative B and progressively lesser areas of impact with the Selected Combination Alternative and with Alternative C.
- Partial removal of existing vegetation throughout study area (primarily Alternative B and the Selected Combination Alternative). Replacement landscaping will be provided.
- Slight increase in erosion potential of hillsides (Alternative B).
- Increase in stormwater runoff (Alternatives B, C and the Selected Combination Alternative).
- Relocation of some existing utilities (Alternative B and the Selected Combination Alternative).
- Increase in energy consumption during construction (Alternatives B, C, and D and the Selected Combination Alternative).

5. THE RELATIONSHIP BETWEEN LOCAL SHORT TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG TERM PRODUCTIVITY.

Land Use and Policies. Both Alternatives B and C would remove some existing residential uses and commit such land to open space or transportation right of way. Alternative D would require very small reduction in three or four lots for right of way purposes in changing curbing location along Going Street. Alternatives B and C would require creation of public action or policy to implement the specific right of way and relocation required. The Selected Combination Alternative would also replace some existing residential uses with open space and transportation (pathway, bikeway) uses.

Traffic and Transportation. Alternatives B, C, and D would create some short term aggravations to traffic congestion during right of way construction activity. Alternative D would create a minor long term benefit to traffic congestion by provision of slightly increased maneuverability for trucks on Going Street. Long term traffic benefits are expected from safety impacts associated with the cross street closures proposed in Alternative B (and to a lesser extent Alternative C); however, these cross street closures will lead to slight inconveniences for some local residents. The Selected Combination Alternative will create short term traffic congestion during construction in subareas 4 and 5. Long term traffic benefits are expected from safety impacts associated with specified cross street closures in those subareas.

Noise. For Alternative A, No Build, the long term consequences are slightly greater noise levels for nearby land uses with expected future traffic volume increases. Short term impacts of Alternatives B, C, and D consist of construction noise. Both Alternatives B, C, and D are all expected to generate significantly less noise exposure to some residences and other uses along Going Street. The long term benefits of Alternative D are the most difficult to quantify and will depend upon the adequacy of cooperation from Swan Island truck users as well as law enforcment means selected. The Selected Combination Alternative will generate some short term construction noise especially in Subareas 4 and 5. Significant long term noise reduction benefits will arise for a large number of residences.

Socioeconomics. From Alternatives B and C in the short term, a major economic

impact is payment of tax dollars for land, physical sound abatement structures and relocation costs. Over the short term local residents will either undergo or else be subjected to temporary impacts related to construction. Some relocated persons can be expected to experience short term hardships, especially in the case of longer time residents, who have established strong neighborhood ties and social patterns. For the Selected Combination Alternative a major short term impact is expected in the form of use of tax dollars for property acquisition, sound abatement structures and relocation costs. Social and economic impacts of relocated residents will exist as stated above.

Visual/Biology. Short term impacts will include clearing of land the visual clutter associated with construction for Alternatives B, C, and D. In the longer term, Alternative B and C offer opportunities for beautification by landscaping measures to be installed as part of the noise barrier placement. In some cases, the installation of a noise barrier will result in long term view corridor obstruction. The Selected Combination Alternative involves short term clearing of land, but a longer term opportunity for landscaping beautification. The noise barrier would involve some view blockage in subareas 4 and 5.

Geology and Soils. Alternatives B and C will generate some temporary erosion from earthclearing, earth fill and resulting short term exposed soils. The only long term risk associated with one of the Alternatives (B) is the greater possibility of slope failure below the walls proposed in Subareas 1 and 3, due to added weight on these slopes. The Selected Combination Alternative will generate some temporary erosion from earthmoving activity.

Hydrology and Water Quality. Slight short term runoff and sedimentation impacts will be generated by Alternatives B, C, and D from temporary construction activity. Long term impacts will consist of minor effects from altered drainage courses through wall construction in Alternative B. The Selected Combination Alternative will have short term runoff and sedimentation impacts in Subareas 4 and 5.

Air Quality. Alternatives B, C, and D will have localized minor short term adverse air quality impacts for total suspended particulate and carbon monoxide

due to: earthmoving operations, construction vehicles and construction worker's trips, and added congestion due to consruction traffic and temporary street closings hindering normal trip patterns. The Selected Combination Alternative will have localized minor impacts of a like nature. Over a longer term, all Alternatives are expected to have very minor effects upon air quality.

Energy. Alternatives B, C, D, and the Selected Combination Alternative will produce a moderate short term impact due to energy consumption in construction operations. Long term impacts would be significant for the soundproofing actions in Alternative C, which measures would also lead to energy savings for the structures addressed.

Cultural Resources. The project will not adversely impact natural or state cultural or historic resources in the short term or long term. Alternatives B, C, and the Selected Combination Alternative will result in relocation or demolition of four structures of local historical interest. Alternative C will require alterations to two additional houses of local interest.

6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The following irreversible changes are associated with implementing the Build Alternatives:

- Right of way encroachment into land containing residential uses (Alternative B, Alternative C, and the Selected Combination Alternative).
- Commitment of residential land to a transportation and open space use (Alternatives B, C, and the Selected Combination Alternative, but greater quantity with Alternative B).
- Demolition of existing residential structures will be an irreversible action which occurs significantly in Alternative B and the Selected Combination Alternative, and partially in Alternative C.
- Commitment of 5000 to 6500 cubic yards of fill material (Alternative B); 1700 cubic yards (Alternative C); and 4500 to 6000 cubic yards (Selected Combination Alternative).
- Consumption of energy for construction process and through increased energy intensive activity stimulated by increased transportation system capacity.
- Expenditure of public funds to implement the project. (All alternatives except No Build).

7. REFERENCES: PERSONS, ORGANIZATIONS, AND PUBLICATIONS CONSULTED

This Environmental Impact Statement was prepared by Earth Metrics Incorporated under contractual agreement with the City of Portland. Earth Metrics has no financial interest whatsoever in the approval or disapproval of the proposed project. The Earth Metrics staff who participated in this work includes the following persons: C. Michael Hogan, Ph.D., President and Program Director; Ms. Kay Ransom, Project Manager: B. uce Ross, M.S., Deputy Project Manager; Ronald Rose; Michelle Laursen; James Kellner; Russell Willis; Marc Papineau; Steve Yokoi; Peggy Iler; Alan Ayco; and George Ball.

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A detailed list of references and persons consulted is contained on the following pages.

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8. INDEX OF COMMENTS RECEIVED ON THE GOING STREET NOISE MITIGATION PROJECT

The comments received are grouped into the following categories: Government Agencies, comments A-K; Public Hearing Comments which include the Hearing Transcript of April 25, 1979 at Beach School as Comment L, the Hearing Cards as Comment M, and the Hearing Transcript of the May 24, 1979 Portland City Council meeting as Comment N; and Citizen's Letters as Comments O-CC.

Government Agencies

A. Oregon, State of, Department of Environmental Quality. 4/20/79.
Suggests soundproofing for westernmost house of Skidmore Court; discuss traffic noise reflecting off of water tower; discusses alternatives.

B. Oregon, State of, Department of Transportation, Metropolitan Branch. 4/27/79.
Discusses right of way acquisition.

C. Oregon, State of, Department of Transportation, State Parks Branch.
No comment.

D. Oregon, State of Executive Department, Intergovernmental Relations Division. 5/1/79.
No Comment.

E. Port of Portland. 5/4/79.
Discusses alternatives.

F. Portland, City of, Landmarks Commission on Historic Buildings.

G. Portland, City of, Noise Control Officer. 5/7/79.
Support of Alternative B.

H. Portland, City of, Noise Review Board. 5/9/79
Supports Alternative B.

I. U.S. Department of Energy. 5/25/79.
Discusses energy use considerations.

J. U.S. Department of the Interior. 5/11/79.
States need for Section 4(f) statement.

K. U.S. Environmental Protection Agency. 5/2/79.
Supports alternative B; discusses need for soundproofing; rates the EIS.

Public Hearing Comments

L. Hearing Transcript, April 25, 1979: Beach School

L.1 Palmer, Dale B. 4/25/79
As Battalion Chief of the Portland Fire Bureau, opposes closure of North Maryland Avenue as it is used as a fire route. (As of June, 1979 the Fire Bureau has changed their opposition to the closure).

L.2 Jarmer, Mrs. V. J. 4/25/79
Dislikes noise and vibration at her residence, particularly from trucks hitting chuckholes.

L.3 Jarmer, Mrs. V. J. 4/25/79
Favors purchase of property as his pavement and basement are cracking.

L.4 Kosovich, George. 4/25/79
Dislikes shaking of property from passing truck vibration.

L.5 Alton, Thomas. 4/25/79
Supports noise wall.

L.6 Church, V.W. 4/25/79
Describes noise and traffic problems at his address: Favors Alternative B.

L.7 French, William. 4/25/79
Opposed forced evacuation of Going Street apartment dwellers.

L.8 Bergner, Betty. 4/25/79
Opposes wall; is worried about vibration

L.9 Nelson, Charles. 4/25/79, 5/24/79.
Presents his own traffic plan for the area.

L.10 Frewing, J.L. 4/25/79
Questions alternatives as to cost, using Going Street as an access to Swan Island, advisability of building on fill, thickness of wall, and possibility of stopping traffic during night hours.

L.11 Rosetto, Susan 4/25/79
Questions wisdom of spending money to quiet down one neighborhood. Would see federal government quiet noise levels of vehicles. Thinks Going Street is mainly noisy at rush hour.

L.12 Church, Melissa. 4/25/79
Favors Alternative B.

L.13 Georgeff, Boris. 4/25/79
Favors soundproofing over a wall; favors an alternative access route to Swan Island other than Going Street.

L.14 Kost, Edward. 4/25/79
Favors alternative access to Swan Island as any other solution would be interim and a waste of money.

L.15 Leichtman, Don. 4/25/79
Dislikes inability to cross street or get into garage. Favors soundproofing approach.

L.16 Rosetto, Thomas. 4/25/79
Favors Alternative A or D. Wonders if wall would stand up to truck vibration.

L.17 Ursin, Tania. 4/25/79
Wishes to trade Prescott Street buildings for Going Street apartments.

L.18 Peterson-Nedry, Harry. 4/25/79
Favors Alternative B.

L.19 Coleman, William H. 4/25/79
Describes noise complaints of his Going Street tenants.

M. Hearing Cards
These cards contain mostly anonymous, one line statements and are not indexed.

N. Hearing Transcript, May 24, 1979, Portland City Council Meeting.

N.1 Ivancie, Commissioner Frank
Wishes to leave apartment houses in lower valley for people to live in.
Suggests that these be rented by a non profit corporation.

Goldschmidt, Mayor Neil.
Describes to Commissioner Ivancie the legal implications of not meeting the Federal Noise Standard.

N.2 Mackey, Herbert B.
Advises merging lane for corner of Greeley and Going and widening of Going Street at this point.

N.3 Nelson, Charles I.
Presents a revised traffic plan for the area.

N.4 Church, V. W.
Favors relocation.

N.5 Tuttle, Carol
Concerned about effectiveness of noise barrier and landscaping responsibility.

N.6 Espanoza, Sam
Claims Sanitation Department workers damaged the foundation of his house.

N.7 Coleman, William H.

Thinks 16 of his 18 tenants on Going Street will move out because of noise and vibration.

N.8 Edwards, Henryene

Dislikes noise and erosion, but worries about having to move, too.

N.9 Sopke, Walter

Wonders if and when the city will condemn the property he is trying to sell on Going Street.

N.10 Binford, David

Owns apartments on Going Street and would be interested in buying more from the city if the price looks right. Expresses interest in managing non profit corporation suggested by Ivancie.

N.11 Baker, Lloyd

Points out that Going Canyon was the City garbage dump fifty years ago and wonders how to stop the vibration.

N.12 Espanoza, Sam

Wants to sell his property because of vibration, noise and gas smoke.

N.13 Robinson, Mrs. Earl

Wants to know which of the apartments she owns will be condemned and how much she will get for them.

N.14 Tuttle, Carol

Wishes some of the condemned property be made into a community garden site. Would like to run non profit corporation suggested by Ivancie.

N.15 Mackey, Herbert B.

Says he got mucked out in 1957 and 1961.

N.16 Ivancie, Commissioner Frank
Wishes to explore options for vibration reduction.

Citizens Letters

O. Binford, David L. 4/24/79
Present his cost figures which show Alternative C to be more costly than it was represented by Mr. Steve Dotterrer. Favored Alternative C.

P. Brotherton, Donna M. 5/20/79
Describes noise of Going Street as overshadowing railroad noise on other side; favors noise barrier and sound proofing.

Q. "Concerned Neighbor." 4/20/79
Opposes Noise Mitigation Project and evacuation.

R. Herman, Dorothy 5/22/79
Desires alternate route to Swan Island for truck traffic.

S. Hubinsky, Lillian 5/6/79
Favors Alternative B.

T. Knapp, John and Ruth 4/25/79
Approve of Alternative B; believe other alternatives to be only temporary.

U. McCartney, Barbara 5/2/79
Discussed alternatives, favoring a combination of B and C.

V. Nelson, Charles I. (n.d.)
Presents his own traffic plan.

W. North Portland Citizens Committee 4/18/79
No view expressed.

X. Robinson, Earl and Marie 5/1/79
Favor Alternative D.

Y. Robinson, Earl and Marie 5/21/79
Still favor Alternative D.

Z. Rorvik, Rolf O.J. (n.d.)
Wants to move his house to other end of his lot.

A.A. Smith, Cassie E. 4/26/79
Concerned as to outlook for her investment property on Going Street.

B.B. Snyder, Esther E. 4/17/79
Opposes noise barriers or sound proofing; describes historical noise and pollution in the area.

C.C. Steffen, Thomas R.
Fears noise wall would increase crime in area; Favors Alternative D.

9. RESPONSES TO COMMENTS ON THE GOING STREET NOISE MITIGATION PROJECT

A. Oregon, State of, Department of Environmental Quality. (Noise)

Response:

A.1 The Draft EIS did include soundproofing of the westernmost house on Skidmore Court under both Alternative C and the Selected Alternative. See Figure 14.A of the Final EIS.

A.2 The added noise from water tower reflection is estimated from field measurements at one to three decibels, over a small area including approximately three residential lots. A sound wall would have virtually no redirection of this reflected component for those homes. Hence, the net benefits of a sound wall for this localized area would be hindered by the presence of the water tank. It is felt that the benefits to other homes (not directly adjacent to the water tank property) from wall continuity justify the consideration of a continuous wall through this area.

A.3 The selected alternative does not contain special provisions for street repairs or soundproofing of second story dwellings other than those dwellings which are marked for soundproofing as a whole.

B. Oregon, State of, Department of Transportation. (Right of way acquisition).

Response: The Portland Development Commission will be the responsible agency for the relocation and acquisition program. The Oregon Department of Transportation will not be involved in the relocation program. The Portland Development Commission will be responsible for consistency with the Uniform Relocation Assistance and Acquisition Policies Act of 1970. Section 3.4 of the EIS has been amended to reflect this information.

C. Oregon, State of, Department of Transportation, State Parks Branch

Response: None required.

D. Oregon, State of, Executive Department, Intergovernmental Relations

Response: None required.

E. Port of Portland. (Supports composite of Alternative B and C)

Response: The Selected Combination Alternative is a combination of Alternative B for Subareas 2, 4, and 5 and Alternative C for Subareas 1 and 3.

F. Portland, City of, Landmark Commission on Historic Buildings.

Response: None required.

G. Portland, City of, Noise Control Officer. (Recommends Alternative B)

Response: See response to Comment E.

H. Portland, City of, Noise Review Board. (Recommends combination Of Alternatives B and C)

Response: See response to Comment E.

I. U.S. Department of Energy. (Discusses energy conservation issues.)

Response: The estimates of total energy consumption for the alternatives provided by the U.S. Department of Energy are useful added information incorporated herein. Further independent estimates of total energy consumption among the alternatives find the DOE data valid. In addition the Selected Alternative is expected to consume approximately 200 billion BTU.

J. U.S Department of Interior. (City's need for Section 4 (f) study).

Response: The language of the draft is perhaps somewhat confusing regarding the "historic structures" along the project corridor There are no properties of national, state, or local significance under National Register criteria or worthy of 4 (f) protection in the project area. All properties have been field checked and their status and eligibility confirmed by the State Historic Preservation Office and local historic organizations. The properties referred to in the report as having "historic interest" are properties which have some cultural interest but do not meet eligibility criteria for the National Register or significance criteria under Section 4 (f). (Dykman, 1979)

K. U.S. Environmental Protection Agency. (Considers noise mitigation measures, recommends Alternative B).

Response: The selected project does not include soundproofing for second stories of dwellings other than dwellings designated for soundproofing treatment.

L. Beach School Public Hearing Transcript April 25, 1979.

Response:

L.1 Palmer, Dale B. (Opposes closure of North Maryland Avenue).

Response: The Selected Combination Alternative does close North Maryland Avenue. This action prevents gaps in the noise wall which would reduce its effectiveness if the street were left open. (As of June, 1979 the Fire Bureau has changed their opposition to the closure).

L.2 Jarmer,Mrs. V.J. (Questions effectiveness of noise wall).

Response: The proposed wall will provide sound level reduction as stated in the report at the first story on grade levels (typically approximately 10 DBA of reduction). One should note that at many points the sound may still be audible and even annoying; that is, the sound wall is not designed to reduce sound levels at all points to an unobtrusive level, although the reduction at most locations will be significant.

Second Story sound level reduction will be correspondingly less significant. Typical reduction at the second story level will amount to three to five DBA.

L.3 Jarmer,Victor. (Concerned about vibration and subsidence of property).

Response: Ground transmittal vibration is present at perceptible levels at certain locations within approximately 300 feet from Going Street due to movement of heavy trucks. None of the alternatives examined including the selected alternative will abate this vibration effect. The intensity of vibration present, however, is not of sufficient magnitude to pose a risk to the structural integrity to any of the sound abatement walls examined in the analysis.

Because of the earlier use of the western portion of Going Canyon as a landfill, subsidence is a continuing phenomenon which causes some structural damage to the apartments adjacent to Going Canyon in the westernmost portion of the project area. Going Street itself suffers from structural damage in this western area due to this slow ground settlement, which can be expected to endure for at least the lifetime of all present structures in the affected area. The proposed sound wall of the selected alternative would not be placed directly over the principal landfill area; in addition, detailed engineering studies would precede wall installation to insure adequate foundation support and to insure integrity of the wall. Preliminary soil borings and analyses conducted to date indicate that an adequate wall foundation can be designed for the wall components of the selected alternatives.

L.4 Kosovich, George. (Concerned with vibration and noise).

Response: See response to L.3.

L.5 Alton, Thomas. (Supports noise wall but concerned with safety factor regarding traffic).

Response: A noise wall is to be built in Subarea 4. No allevation of the traffic situation is proposed as a part of the project.

L.6 Church, V. W. (Favors Alternative B).

Response: Alternative B has been adopted to his Subarea and his house will be removed.

L.7 French, William. (Desires to stay in his apartment).

Response: Under the Selected Combination Alternative, his apartment will be removed and he will be relocated.

L.8 Bergner, Betty. (Doubts effectiveness of noise wall, doesn't want it. Is concerned about vibration)

Response: See responses to L.2 and L.3.

L.9 Nelson, Charles I., (Presents own traffic plan).

Response: The scheme proposed by the commentor has no means of addressing sound level reduction for Subareas 1, 2, 3 and 4. Changes in sound levels in Subarea 5 would be expected to be small, since the principal acoustical outcome is shifting noise exposure to other receptors. The cost of the commentor's solution has not been assessed in detail, but may be prohibitively expensive, since it involves freeway construction.

L.10 Frewing, J. L., (Alternative access and wall design).

Response: No response necessary as all questions were answered by Mr. Steve Dotterer at the hearing.

L.11 Rosetto, Susan. (Questions wisdom of expenditure).

Response: The City Council of Portland has decided that the project is an appropriate committment of services. Part of the program will be funded by an EDA grant.

L.12 Church, Melissa. (Favors Alternative B).

Response: Alternative B is adopted for her Subarea and her house is being removed.

L.13 Georgeff, Boris. (Favors soundproofing over wall and favors alternative access route to Swan Island).

Response: Under the selected Combination Alternative, his subarea would receive soundproofing and no wall.

Methods to provide alternate access to Swan Island are evaluated in the Swan Island Transportation Access Draft EIS. Over the years the following possibilities have been evaluated: connecting Greeley Avenue to the Fremont Bridge ramps; extension of Basin Avenue to the south; provision of a crossing over the Willamette River to connect with the freeway systems on the west bank of the river; expansion of North Going Street into a limited access freeway; Greeley Avenue connection to Mocks Bottom; construction of a tunnel from Mocks Bottom to Columbia Boulevard, and several other alternatives. All of these alternatives were eliminated and the Basin/North Going and Greeley/I-5 projects selected which resulted in the need for the Going Street Noise Mitigation Project.

L.14 Kost, Edward. (Favors alternative access to Swan Island).

Response: See response to L.13.

L.15 Leichtman, Don. (Dislike traffic problems and favors soundproofing of apartments on Interstate and Going).

Response: No alleviation of traffic problem will result as a result of the Noise Mitigation Project. Most apartment buildings will be removed rather than soundproofing in this area.

L.16 Rosetti, Thomas. (Favors alternative A or D. Wonders if wall would stand up to truck vibration).

Response: His residence is slated for removal. Also see response to L.3.

L.17 Ursin, Tania. (Wishes to sell or trade her apartment).

Response: No response necessary.

L.18 Peterson-Nedry, Harry. (Favor Alternative B).

Response: Selected Alternative is Alternative B in his subarea.

L.19 Coleman, William H. (Owns apartments affected by Alternative B).

Response: All his apartments are to be removed.

M. Public Hearing Cards from Beach School Hearing.

M.1 Drive a vehicle tunnel under Mocks Crest.

This alternative would be very costly and has not been evaluated for this reason.

M.2 Build a tunnel under Mocks Crest.

See response to M.1

M.3 Bike Path.

A bike path is planned for the north side of Going Street between Interstate Avenue and the Greeley Street merging lane.

M.4 Personal Opinion. No response necessary.

M.5 No response necessary.

M.6/7 Personal opinion. No response necessary.

M.8/9 No address given, so specific response called for is not possible.

M.10 Alternative route to Swan Island desired. What happens if railroad overpass goes out.

See response to L.13.

M.11 Personal opinion. No response necessary.

M.12 Personal opinion. No response necessary.

M.13 Suggests 8 - lane tunnel and another access.
See response to M.1 and L.13.

M.14 No response necessary.

M.15 through M.20
Personal opinion. No response necessary.

M.21 Supports Alternative B, concerned with vibration and subsidence.
Response: Alternative B would not alleviate vibration and subsidence.

M.22 Personal opinion. No response necessary.

M.23 Personal opinion. No response necessary.

M.24 Supports Alternative B, wants truck only ramps on I-5.
No comment necessary. This idea would fall under the jurisdiction of the Oregon Department of Transportation.

M.25 Personal opinion. No response necessary.

M.26 Wishes tall evergreen shrub trees.
The project will include landscaping. The planting of tall trees alone would not provide noise abatement.

M.27 Supports Alternative D combined with offering soundproofing to residences at 0% interest.
The project, after construction, will involve certain annual costs and maintenance, primarily in the form of landscaping and wall maintenance.

M.28 No response necessary.

M.29 Personal opinion. No response necessary.

M.30 Personal opinion. No response necessary.

M.31 Personal opinion. No response necessary.

M.32 Personal opinion. No response necessary.

M.33 What rights do property owners have in regard to landscaping the berms.
The landscaping facing residences will be the responsibility of the property owner, who may also select the plant materials.

M.34 Personal opinion. No response necessary.

M.35 No response necessary.

M.36 Personal opinion. No response necessary.

M.37 Personal opinion. No response necessary.

M.38 Personal opinion. No response necessary.

M.39 Personal opinion. No response necessary.

M.40 Personal opinion. No response necessary.

M.41 Personal opinion. No response necessary.

M.42 Personal opinion. No response necessary.

M.43 Wishes sidewalk path to street not between wall and her property.
Comment noted. The present design meets her request.

M.44 Personal opinion. No response necessary.

M.45 Personal opinion. No response necessary.

M.46 Personal opinion. No response necessary.

M.47 Wishes barrier north of Going Street to block traffic.
The noise wall will block traffic.

M.48 Personal opinion. No response necessary.

M.49 Personal opinion. No response necessary.

M.50 Personal opinion. No response necessary.

M.51 Block off Montana Street to eliminate traffic.
Montana Avenue will be blocked off by the noise wall.

M.52 Reduce speed limit on Going Street.
No speed limit reduction is proposed as part of the Noise Mitigation Project.

M.53 Make left turn off of Going Street prohibitive on Maryland.
Maryland Avenue will be totally blocked off by the noise wall.

M.54 Personal opinion. No response necessary.

M.55 Personal opinion. No response necessary.

M.56 Personal opinion. No response necessary.

M.57 Personal opinion. No response necessary.

M.58 No response necessary.

M.59 Personal opinion. No response necessary.

N. City Council Hearing Minutes, May 24, 1979

N.1 Ivancie, Commissioner Frank, (Wishes to have apartment house in lower valley even if they have to be owned by a non-profit corporation).

Response: The concept of a non-profit corporation was never evaluated as a part of this project. This idea was dropped during hearing.

N.2 Mackey, Herbert B. (Favors widening of Going Street and Greeley Avenue and the establishment of a merging lane).

Response: This action is not a part of the current plan, although the City would have the option to pursue it at a later time.

N.3 Nelson, Charles I.

Response: See response L.9.

N.4 Church, V. W.

Response: See response L.6.

N.5 Tuttle, Carol. (Concerned about effectiveness of the wall and landscaping responsibility for the berm).

Response: The property owner is responsible for the landscaping facing his house, the City will maintain landscaping facing Going St.

N.6 Espanoza, Sam

Response: No response necessary.

N.7 Coleman, William H.

Response: See response L.19.

N.8 Edwards, Henryene. (Dislikes noise and erosion at her 1815 N. Going Street address, but worries about moving).

Response: Under the Selected Combination Alternative, 1815 N. Going will be removed. The project would not solve problems of erosion, however.

N.9 Sopke, Walter. (Wonders about future of the property at 1627 Going Street).

Response: The property will be purchased by the city and removed.

N.10 Binford, David.

No response necessary

N.11 Baker, Lloyd.

Personal opinion. No response necessary.

N.12 Espanoza, Sam.

Personal opinion. No response necessary.

N.13 Robinson, Mrs. Earl.

Response: No response necessary. Her questions were answered at the hearing.

N.14 Tuttle, Carol.

Personal opinion. No response necessary.

N.15 Mackey, Herbert B.

Personal Opinion. No response necessary.

N.16 Ivancie, Commissioner Frank. (Wishes vibration reduction).

Response: See response to L.3.

CITIZENS LETTERS

O. Binford, David L. (Presented his own cost figures).

Response: The additional economic data are herein noted and incorporated.

P. Brotherton, Donna M. (Describes noise on Going Street).

Response: The additional commentary relative to perceived noise levels on Skidmore Court is herein acknowledged and incorporated.

Q. "Concerned Neighbor" (Opposes Noise Mitigation Project and evacuation; worried about air pollution trapped by the noise wall).

Response: Analysis has shown that no impact would result with respect to "smog" or oxidant; moreover, impacts upon carbon monoxide from wall installation would be slight.

R. Herman, Dorothy. (Favors alternate route to Swan Island).

Response: See response to L.13.

S. Hubinsky, Lillian. (Favors Alternative B).

Response: The commentary regarding attitudes on relocation of one householder is acknowledged and incorporated.

T. Knapp, John and Ruth. (Favors Alternative B; wish road repair on Going Court).

Response: Personal opinion. No response necessary.

U. McCartney, Barbara. (Favors combination of B and C; wishes Maryland Street to be left open; favors alternative route to Swan Island).

Response: A combination of alternatives. B & C is the selected combination alternative, but Maryland Street will be closed. See response number L.13 for a discussion of alternative access to Swan Island.

V. Nelson, Charles I. (Alternate plan proposed).

Response: Nelson's traffic plan is responded to in response Number L.9 in his testimony at the Beach School Hearing.

W. North Portland Citizens Committee.

Response: No response necessary.

X.-Y. Robinson, Earl and Marie. (Favor Alternative D).

Response: Personal opinion. No response necessary.

Z. Rorvik, Rolf O.J. (Wishes to move his house to the other end of the lot).

Response: This comment suggests a possible detail in the implementation of the Selected Combination Alternative. This concept should be examined in the course of the detailed engineering design for Subarea 4.

AA. Smith, Cassie E. (Concerned about quality of her investment in property at 2300-2310 N. Going Street).

Response: The property from 2300-2308 Going Street is to be removed.

BB. Snyder, Esther E. (Prefers alternative route to Swan Island).

Response: See response to L.13.

CC. Steffen, Thomas R. (Fears that noise wall would increase crime).

Response: The placement of any solid wall of approximately six feet in height will have two opposite types of effects upon security. It will prevent some types of trespass and vandalism by discouraging property access from Going Street and also facilitate the householder's ability to enclose his entire property if desired; however, as noted, the ability to patrol the adjacent lots from Going Street is diminished because of the loss of visibility.

10. COMMENTS RECEIVED ON THE GOING STREET NOISE MITIGATION PROJECT

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

A. Oregon, State of, Department of Environmental Quality
Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

Air Quality Division
Department of Environmental Quality

RECEIVED
APR 23 1979

PHASE I REVIEW

Project #: _____ For additional

ENVIRONMENTAL IMPACT REVIEW COMMENTS

1. A response is requested to all items checked during environmental review.
2. OMB A-95 (Revised) provides that a ___ day review period is necessary. If you cannot respond by the above date, please call the State Clearinghouse to arrange for an extension.

ENVIRONMENTAL IMPACT
DRAFT STATEMENT

( ) This project does not have significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be addressed in the preparation of a Final Environmental Impact Statement for this project.

( ) No comment.

REMARKS

NOTE: Volume II of this EIS is a technical report and is available upon request

Agency _____ By Norman L. Jetter 4-20-79

A. Continued

The Department of Environmental Quality
Noise Pollution Control Section's Comments
On The Draft Environmental Impact Statement
For The Going Street Noise Mitigation Project
(7903-4-890)

The Draft E.I.S. for the Going Street project was well written and adequately described the noise impacts associated with Going Street. However, the following corrections should be made for the Final E.I.S.:

A.1 The Draft did not address the soundproofing of the westernmost house on Skidmore Court south of Going Street for alternative B. This house should receive consideration for soundproofing.

A.2 The Draft indicated that traffic noise was reflecting off the water tower into subarea 1. We have some concerns about how high these reflected noise levels are, what effect (if any) the barriers will have on these reflected noise levels, and what mitigation techniques are available if it is necessary to reduce these levels. The Final E.I.S. should address these concerns.

As a result of requirements in the planning process, the selection of project alternatives is somewhat arbitrary.

In reality, the best noise mitigation plan is probably a combination of all three "build" alternatives (i.e. B, C, and D). Nevertheless, alternative B comes closest to what we would like to see constructed for Going Street.

A.3 Therefore, we recommend alternative B be carried forward for analysis as the preferred alternative in the Final E.I.S., provided that this alternative be modified to include some of the street repairs outlined in alternative D and provided that it contain the maximum practical amount of soundproofing, which may include soundproofing the second story of some houses.

Norman L. Jette:sjt
4/20/79

B. Oregon, State of, Department of Transportation

Department of Transportation
METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone: 238-8226

April 27, 1979

Douglas Wright
Planning Director
Portland Bureau of Planning
424 S.W. Main Street
Portland, OR 97204

MAY 1 1979

Subject: Draft Environmental Impact Statement
Going Street Noise Mitigation Project

We have reviewed DEIS on the noise mitigation project, and our major concerns are in the area of right-of-way acquisition.

Under the section, Factors Affecting Acquisition, Displacement, and Relocation, (page 96), changes should be made to reflect the current position on right-of-way acquisitions. If this section is to reflect the continued intent of EDA to follow FHWA guidelines for acquisition, the agency that will be responsible for the right-of-way acquisition, should be identified. The Oregon Department of Transportation will only be the coordinating agency through the completion of the FEIS. ODOT will not be the agency providing information on relocation benefits, and does not intend to monitor the acquisition procedure for compliance with FHWA programs. References to ODOT Right-of-Way Office, should be changed to the agency that will be responsible for the relocation program.

Areas in Volume I and the Technical Appendix that refer to acquisition and relocation policies, should indicate consistency with the Uniform Relocation Assistance and Acquisition Policies Act of 1970 (Public Law 91-646), rather than FHWA and ODOT policies. If EDA still intends to have FHWA guidelines followed, you should indicate that the responsible agency will be doing so.

References in Volume I and the technical report, Section 4, that indicate that ODOT would be responsible for the relocation and acquisition for the project should be removed. The copies of brochures that summarize ODOT acquisition relocation policies, outline ODOT agency addresses as information sources. This reference material should be removed and replaced with policies applicable to the agency responsible for the relocation.

D. R. Adams
Project Development Manager

DRA/DF/PE

cc: D. E. Fantz

[illegible] PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

C. Oregon, State of, Department of Transportation, State Parks Branch
Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Ph: 378-3732

PARKS STATE REVIEW

Project #: 7903-4-291 Date Rec'd: APR 27 1979

ENVIRONMENTAL IMPACT REVIEW COMMENTS

1. A response is required to all checked items during environmental review.
2. OMB A-95 (revised, paragraph 30 requires a [illegible] time, if necessary. If you cannot respond by the date requested, please call the State Clearinghouse to arrange [illegible] extension.

STATE AGENCY COMMENTS
PLEASE COMMENT

( ) This project would not have significant environmental impact.

( ) The environmental impacts adequately addressed.

( ) We suggest that the following alternatives be considered in the preparation of a Final Environmental Impact Statement regarding this project.

(X) No comment.

( ) Comments on the environmental aspects of this action are attached.

( ) Other

Note: Volume II of this EIS is a technical report and is available upon request

Agency [illegible] By [signature]

D. Oregon, State of, Executive Department, Intergovernmental Relations Division

Executive Department

INTERGOVERNMENTAL RELATIONS DIVISION

ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

RECEIVED
MAY 18 1979
City of Portland
Bureau of Planning

May 1, 1979

ENVIRONMENTAL SECTION
MAY 3, 1979

Gary A. Potter
Manager
Environmental Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR. 97310

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Maury Payne
Jef Kaiser
Wally Bryant
Glen Green

Dear Mr. Potter:

RE: Going Street Noise
Mitigation Project
PNRS 7903 4 890

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Departments of Parks and Environmental Quality offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Sincerely,

Kay F. Wilcox

Kay Wilcox,
A-95 Coordinator

KW:cb

Enclosure

AN EQUAL OPPORTUNITY EMPLOYER

E. Port of Portland

Offices also in Hong Kong, Manila,
Singapore, Taipei, Tokyo, Sydney,
Chicago, Pasco, Washington D.C.

May 4, 1979

MAY 7 1979

City of Portland
Bureau of Planning

Doug Wright
Planning Director
City of Portland
Bureau of Planning
424 S. W. Main Street
Portland, OR 97204

Dear Doug:

The Port of Portland would like to express its support for the Going Street Noise Mitigation Project.

The objective of the project is to reduce traffic noise in the Overlook Neighborhood to low levels. This would help to maintain an environment on and near Swan Island that supports the development of a strong industrial and residential area in the city.

Selection of the final design concept must rely heavily on the desires of neighborhood residents. Alternatives B and C appear to offer strong benefits and, most importantly, a long-term reduction of current and future traffic noise. We understand that based upon public input, City Planning Staff will be recommending a composite of alternatives B and C. We would support this composite plan.

The Port has appreciated the opportunity to serve on the Technical Advisory Committee for this project. Please include this letter in the hearing record of the Draft Environmental Impact Statement.

Sincerely,

Lloyd Anderson
Executive Director

PL5E
cc: Mayor Neil Goldschmidt

F. PORTLAND, CITY OF, HISTORICAL LANDMARKS COMMISSION

PORTLAND HISTORICAL LANDMARKS COMMISSION

27 June 1979

Doug Wright
Planning Director
Portland Bureau of Planning
424 SW Main Street
Portland, OR 97204

Dear Mr. Wright:

At our meeting of June 27, 1979, the Portland Historical Landmarks Commission unanimously adopted the following motion:

"The Portland Historical Landmarks Commission has reviewed the four houses identified as having "local historical interest" which would be removed by the Going Street Noise Mitigation Project. The Commission has no intention of recommending designation of these buildings as local historical landmarks."

Virginia Ferriday,
Chairperson
Portland Historical Landmarks Commission

G. Portland, City of, Noise Control Officer

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

RECEIVED
MAY 8 1979
City of Portland
Bureau of Planning

May 7, 1979

From Paul Herman, BNE/Noise

To All Commissioners

Addressed to

Subject Going Street Noise Mitigation Project - Recommendation

On April 18, 1979, the Noise Review Board reviewed the Draft EIS associated with this project. Alternatives were discussed with Steve Dotterer of the Bureau of Planning/Transportation, and alternative B was unanimously endorsed as the most protective and desireable. The attached letter was adopted at the next meeting of the Board on May 2, 1979. As Noise Control Officer, I share this endorsement.

At the May 4th meeting of the Swan Island Task Force, that group unanimously endorsed a modified plan, as recommended by staff, and developed after meetings with neighborhood residents. This modified plan is similar to Alternative B in its effect, is less expensive, and perhaps better reflects the desires of the residents. Because of this, I can also support this plan. I believe the Noise Review Board will also support it. I will bring it before them at their May 16th meeting; should their feelings differ, such concerns will be communicated to you at once.

Paul Herman
Noise Control Officer

PH/edi

cc: Steve Dotterrer

H. Portland, City of, Noise Review Board

THE CITY OF
PORTLAND
OREGON
NEIGHBORHOOD
ENVIRONMENT

2040 S.E. POWELL BLVD.
PORTLAND, OR. 97202
503/248-4465

May 9, 1979

City Council
City of Portland
424 SW Main St.
Portland, OR 97204

Gentlemen:

The Noise Review Board of the City of Portland has reviewed the proposed alternative plans presented in the Draft Environmental Impact Statement on the Going Street Noise Mitigation Project.

The Board strongly favors Alternative B. We feel that Alternatives A and D should not be considered further. The only consideration that should be given Alternative C is some combination of B and C that strongly favors Alternative B.

Alternative B is the best from the noise standpoint. This problem is a long standing one that has been getting very bad of late. This plan is needed if this community of homes is to be retained as homes. The only reason for consideration of Alternative C is if some community members wish this be considered in a compromise with Alternative B.

The Noise Review Board
Ted Runstein, Chairman
Nancy Chapman
Molly O'Reilly
George Morton
Ed Daly

cc: Steve Dotterrer

Letter prepared by Paul Herman ~~Pat~~.

I. U.S. Department of Energy

326-1966
(150)

ENVIRONMENTAL SECTION
May 25, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Maury Payne
Jef Kaiser
Wally Bryant
Glen Green

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
(206) 442-7285

May 18, 1979

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Going Street Noise Mitigation Project, City of Portland, Multnomah County, Oregon.

We were unable to submit these comments during the published comment period due to delays in our review process. We thank the Oregon Department of Transportation for allowing us to submit these comments at this time, and hope they will be useful to you in the preparation of the Final EIS and any future EIS's.

This Regional Office reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also to assess: (1) the adequacy of the EIS's broad consideration of energy use, (2) the type and nature of energy use, and (3) the consideration given to energy conservation/efficiency.

We found a qualitative discussion of energy issues but no quantitative comparison of the alternatives on the basis of energy consumption and efficiency. We believe that this is the proper treatment energy issues should receive in an EIS. We therefore commend the EIS for its thoughtful discussions and comparisons of energy impacts; however, we believe that a quantitative comparison in the EIS might make it a more useful document.

For example, an estimate of the initial energy investment for the construction in alternatives B,C, and D should be included in the Final EIS. Using general conversion factors linking construction costs with direct and indirect energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-79, attached), this Office estimated the energy

consumption associated with construction materials and construction activities for each alternative under consideration. These estimates follow:

Alternative	A	-	None
Alternative	B	-	270 billion Btu
Alternative	C	-	60 billion Btu
Alternative	D	-	45 billion Btu

These figures take into account the "indirect" energy consumption required to create, process, and handle construction materials before they are delivered to the construction site, as well as the "direct" energy use that takes place on-site. Although these figures are rough estimates only, they should provide for valid relative comparisons of the alternatives.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We are especially appreciative of your treatment of energy use as one of the areas of significant environmental impact considered in the EIS, and your use of energy considerations in the decision-making process. We hope our comments will be helpful to your in the preparation of the Final EIS, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Robert B. Hackman
Office of Assessment & Integration

Enclosure

cc: Lee Johnson, Director, External Affairs Staff Region X, DOE

Dr. Robert Stern, Director, Division of NEPA Affairs, Office of the Assistant Secretary for Environment, NDOE

F.A. Leone, Director, Division of NEPA Affairs Office of the Assistant Secretary for Environment, NDOE

Paul Brumby, Director, Federal Programs Office, Office of the Assistant Secretary for Conservation and Solar Applications, NDOE

Stan Springer, Environmental Review Section, Washington State Department of Ecology, Olympia, Washington

Mary Anderson, Local Government Energy Program Coordinator, Washington State Energy Office, Olympia, Washington

J. U.S. Department of the Interior

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

MAY 11 1979

MAY 21 1979

City of Portland
Bureau of Planning

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental statement for Going Street Noise Mitigation Project, Portland, Multnomah County, Oregon.

We compliment the Federal Highway Administration for their identification of historic resources in the Going Street project area. However, pursuant to Section 4(f) of the Department of Transportation Act, and because of the local significance attributed to several of the properties within the project area, we would expect the opportunity to review a Section 4(f) statement for this involvement. It is our opinion that a draft Section 4(f) statement should be prepared and circulated so that the impact on these properties may be adequately evaluated. We suggest that the Section 4(f) statement include photos of the existing historic properties and a map indicating the places to where they could be relocated if moving the properties becomes necessary.

As this Department has a continuing interest in the project, we would be willing to cooperate and provide technical assistance in further project assessment and in development of additional documentation for review. The field office assigned responsibility for overall coordination and technical assistance on this project is: Regional Director, Heritage Conservation and Recreation Service, Northwest Region, Federal Building, Room 990, Seattle, Washington 98174. Phone (206) 442-4706; FTS 8-399-4706.

Sincerely yours,

LARRY E. MEIERHOTTO

Assistant Secretary of the Interior

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97303

cc: Mr. Robert A. Burco
Director, Oregon
Department of Transportation
State Highway Building
Salem, Oregon 97310

Environmental Section
May 16, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt, Region 1
R. N. Bothman, Region
Maury Payne, Dist. 2b
Jef Kaiser, Regio 1
Wally Bryant, FHWA
Glen Green, FHWA

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

ENVIRONMENTAL SECTION
May 2, 1979

K. U.S. Environmental Protection Agency

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Ed Hardt
R. N. Bothman
Maury Payne
Jef Kaiser
Wally Bryant
Glen Green, FHWA

REPLY TO ATTN OF: M/S 443

APR 30 1979

Gary A. Potter, Manager
Environmental Section
Highway Division
Department of Transportation
412 Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

We have completed our review of the draft Environmental Impact Statement (DEIS) for the Going Street Noise Mitigation Project. We submit the following comments for your consideration.

We strongly recommend Alternative B. The noise barrier would afford the residents of the Going Street area the most noise relief. This is the only alternative which provides outdoor as well as indoor noise abatement.

However, it appears that a noise barrier alone cannot relieve the noise problems in some sensitive areas. Traffic noise follows a direct path to receivers who can see the traffic. If the barrier is of insufficient height to block the line of sight, the annoyance potential of traffic may even increase. The DEIS indicates that some areas cannot support the weight of a barrier with sufficient height to block the line of sight from both the first and second floors. Therefore we urge that the project include soundproofing of the upper floors in these sections.

From the standpoint of the Environmental Protection Agency's areas of concern and expertise, we are rating this statement LO-1 (LO - Lack of Objections; 1 - Adequate Information). This rating will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act, as amended.

K. Continued
We appreciate the opportunity to review this draft environmental impact statement. Please do not hesitate to contact me or Dan Steinborn of my staff should you have questions or desire further information regarding our comments. We can be reached at (205) 442-1285 or (FTS) 399-1285.

Sincerely,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

L. Beach School Hearing Transcript

CITY OF PORTLAND
BUREAU OF PLANNING
PUBLIC HEARING TRANSCRIPT

April 25, 1979

Beach School
1710 N. Humboldt
Portland, Oregon

RE: Going Street Noise Mitigation Project

MR. DOUG WRIGHT Good evening ladies and gentlemen. It's a little after 7:30 p.m., so we'll start the program on the Going Street Noise Mitigation project, public hearing. My name is Doug Wright, and I'm the Planning Director for the Bureau of Planning, City of Portland, and I'll serve as the Hearing Officer tonight at the hearing. Assisting me on my immediate left is Steve Dotterrer, who is Transportation Planner and Project Manager of this project in the Bureau of Planning for the City; and I'll introduce a few other people so you'll know who they are. On my immediate right is Kay Ransom and on my far left is Michael Hogan, both of Earth Metrics, the consulting firm which assisted in the project and the development of the material which you've seen. I'd also like to introduce some Swan Island Task Force members who I think are in the audience, and who have served at the request of City Council for a number of years and had a lot to do with both the initiation and development of this project. I think well, we have Bob Bothman, I see him. You want to raise your hand, Bob? He's from the Oregon Department of Transportation. John Frewing from the Tri-Met Board, John, Thank you. Barbara Jaeger, Thank you. North Portland Citizens Committee, and Ann Rogers from the Going Street Neighborhood, and I don't see... Is there anybody else? No?

This formal corridor design public hearing is being held in conformance with federal statutes and regulations and the Oregon Action Plan to consider design proposals and related social, economic and environmental impacts for a noise mitigation project on Going Street, between Greeley Avenue and Interstate 5.

The City of Portland prepared and released a draft Environmental Impact Statement on March 26, 1979 for public and governmental review and comment. The Environmental Impact Statement described the impacts which implementing the proposed project will have on the quality of the environment. The response from this hearing will be included in the final Environmental Impact Statement. No commitment has been made at this point by the City of Portland, the State of Oregon or the Federal Government on the designs being presented at this hearing.

It is proposed that this project be funded with Federal and City funds using specific funds from the Economic Development Administration of the Federal government. The current ratio of funding participation on those funds is 80 percent Federal and 20 percent City, and that's the current proposed intention with respect to funding.

At this time, I'd like to call on Steve Dotterrer to describe the proposed project alternatives, the acquisition process and the relocation benefits of the project if it is implemented.

MR. STEVE DOTTERRER (Description from slides) OK. The Going Street Noise Mitigation Project is part of the Swan island Planning Program which was adopted by the Swan Island Task Force last year and then adopted by the Council and the Port of Port Commission and the Tri-Met Board. In addition to the Going Street Noise Mitigation Project, it includes the Greeley/I-5 Project, the Basin/ Going Project, which are highway improvements which will provide a second access to Swan Island, a transit improvement program which Tri-Met began operating in January of this year and some land use studies and planning doen on Swan Island itself. The EIS study (the Environmental Impact Statement study) for this project began in November of last year, and there was a series of public meetings within the neighborhood between - in November, Decmeber and January, and in January we presented the four alternatives to you that are the basic alternatives that we'll be talking about tonight. Since that time the consultant has done the environmental analysis on those alternatives - figuring out how much they cost, how many people are displaced, and what the noise benefits of the different alternatives are. I'd like to fairly quickly describe those alternatives to you, but first of all, I should explain that the project area which extends from Greeley Avenue to Interstate 5 was divided into five sub-areas. The first sub-area was the Blandena Heights area which is seen in this picture here. The second sub-area is the apartments along Going Street below the Concord Overcrossing shown here, the third sub-area was the houses on the Skidmore Court area, the fourth sub-area was made up of... is really in two sub-sections, to the west of the Concord overcrossing is the section which is shown here. These homes along Prescott Street whose back yards stretch almost down to Going Street, and then further west from the Concord Overcrossing some homes which face directly onto Going Street. And then the final sub-area was the area east of Interstate Avenue which is fairly level.

The first alternative was the.... Alternative A was the no build alternative and that assumed that nothing would be done and that the traffic would continue to grow and that the City would do nothing to solve the noise problem. The result of that study showed that in 1990, there would be approximately the same number of trucks as there are today and somewhat more automobile traffic than there is today on Going Street, and therefore, the noise level would be slightly higher, about two or three decibels higher than it is today.

Alternative B was the barrier alternative and these sections show the two different types of barriers. In the area to the west, this is Going Street here, where there's a high bluff; this, for instance, would be a home up on Blandena Street, the wall is about five to six feet high and it simply sits at the edge of the bluff here. Basically at the edge of most people's back yards, the folks who live on Skidmore and Blandena. The other type of barrier is in the area further to the west and it consists of an earth berm that's about six feet high, with a six foot high wall on top of it. Next slide.

To go through the sub-areas then, and show you where the wall is. In terms of symbols, the red line here shows the barrier. This is Going Street and this orange line shows the pedestrian bicycle path which leads down to Swan Island and the Willamette Greenway. So the red line shows the wall which runs behind the homes on Blandena in Sub-area 1 and behind the homes on Skidmore Court in Sub-area 3. In Sub-area 2 it was not possible to build a wall right directly in front of the apartment houses, both for structural reasons and because you couldn't get into the apartments afterwards; so the proposal is to remove the apartment units and the blue rings that you see in each of these maps represent buildings that are to be removed. Further west on Going Street, or further east, excuse me, this shows you Interstate Avenue and then I-5. The wall would continue and it's built... from the freeway it's built very close to the Going

Street right-of-way and in this area is the twelve foot high wall, or that, I'm sorry, a six foot wall on a six foot berm, and it would require the replacement of the buildings, the removal of the buildings on both sides, the apartment house, the convent, and the, several other houses here and then west of Interstate Ave. would require the removal of all the homes, both on the north and the south side, down to the Concord Overcrossing. At that point, it would use parts of the back yards of homes until it connected up with the wall I showed you in the previous sketch. This gives you a series of views now that show what the approximate size of the wall as you see it from different viewpoints. The black line is the top of the wall, the hatched area is the part of the view that would be blocked out by the wall. This is for backyards on Blandena Street near the end. Further to the east, this is a view from some of the houses, from the backyards of some of the houses on Prescott Street looking from Going Street. Here's the Concord Overcrossing, in this area, and then you can see the wall on the opposite side of the street too. And then, if you're standing on the Concord Overcrossing, this is what the wall and the berm would look like as it went up behind the water tower and the apartments. And finally, then as you approach the... I-5 itself, this is how tall the wall would be, and I should mention again that this would be six, half of this would be an earth berm and then there would be a six foot wall on top of it. Next.

Alternative C is the soundproofing alternative. There's two types of soundproofing. For the homes that are at a greater distance from Going Street, they would be treated with minor soundproofing, what we've called minor soundproofing, and that involves the same kind of treatment that most people do to their homes for energy efficiency - double glazing of the windows and also some sealing up of gaps where the roof and the wall come together and also at the foundation line of the houses. And that treatment would be used in Sub-areas 1 and 3. The other kind of treatment is called major soundproofing. That would involve blocking up all of the openings which face Going Street and then would require the rearrangement of the houses or apartments to allow for essential light to get into different rooms, and for a number of the apartments would result in the loss of dwelling units. That's the buildings that are shown in dark green here, right on Going Street, in all the buildings, in other words in Sub-area 2. In Sub-area 4 the houses that are along Prescott Street would also require the same major soundproofing along the back walls, here, and then on the sidewalls they'd receive double glazing, the same treatment that, the minor soundproofing treatment. For the homes that are east of the Concord Overcrossing, there was no feasible way to provide soundproofing because of their construction. And so, it's proposed to remove those structures and then to provide soundproofing to the next row of homes beyond them, in this case that would be minor soundproofing. In Sub-Area 5 it was proposed to do major soundproofing to the buildings on the north and a wall on the south side. Next slide.

The final alternative is Alternative D, which requires no relocation and involves simply... it's called the non-structural alternative and involves changes to the street itself. A special kind of asphalt paving which is quieter would be used and would be replaced more often than a typical City street is repaved. Also we would do some corner cutbacks here at Interstate and also near the Concord Overcrossing where trucks now run into the curb which causes a lot of noise. Other elements of Alternative D include a monitoring program. There would be some fixed monitors set up for a year's time period to see where the noise, what kind of trucks, and at what times of day the noise is being created which would aid in enforcement and education programs with the truckers to reduce the noise and then the program also includes additional expenditures and police patrolling of the area. I think that's it.

Now I'd like to give you some information comparing the effectiveness of the alternatives. Alternative B, the barrier alternative, is by far the most effective. It would reduce the noise level for the remaining dwelling units behind the wall to between 65 and 70 decibels, which would be within Federal Highway Administration noise standards and pretty close to the HUD noise standards, and there would only be seven dwelling units which were above that, the 70 dBA Federal Highway standard. All of the dwelling units would have interior noise levels below 55 decibels which is the interior noise standard for residences. It would require the relocation of the greatest number of residences, 58 apartment units and 17 single-family units. It would also be the most expensive in terms of capital costs with a cost of about $2.1 million dollars. Alternative C is considerably less effective. It would leave you with 93 units which had exterior noise levels of greater than 70 decibels and 28 units with noise levels greater than 55 decibels, or less than 55 decibels, I'm sorry. (Note: first statement was correct.) It would also be, the way it's proposed to operate, it would be a voluntary program, that is, the City would offer to do the design engineering work for the soundproofing and then the homeowner or the property owner would choose whether or not to have soundproofing done on the individual dwelling and if they decided not to do it, then it simply wouldn't happen. If they elected to do it, they could select their own contractor or do the work themselves and then the City would reimburse them for the cost of the soundproofing. The other thing about the, Alternative C, the soundproofing alternative is that when the windows are open in the summer time it isn't very effective, and air conditionining is not included in the cost estimates. Alternative D, which is the non-structural alternative is the least effective, it's also the least expensive, costing only $400,000. I'm sorry, the... Alternative C costs (slightly over) one million dollars, I guess I didn't mention that. Alternative D, however, has the highest annual costs, of about $50,000 a year because of the police costs and the street repaving... the more frequent street repaving costs.

The other think I'd like to do in describing the alternatives is to say that it is possible to mix alternatives. We have divided the project areas, I said at the beginning, into five sub-areas. It's possible to select, for example, in Sub-areas 1 and 3 the soundproofing alternative, and in Sub-areas 2, 4 and 5 the noise barrier alternative or no-build alternative in one of those sub-areas. So it's possible to mix, it isn't necessary to pick the soundproofing throughout the whole project.

The right-of-way necessary for this project will depend upon the alternative selected. Alternative A, the no-build alternative requires no right-of-way acquisition. Alternative B requires acquisition of 75 dwellings including 58 apartments and 17 single-family houses and a convent. Alternative B also requires the acquisition of easements or minor property acquisition for the wall west of Concord Street. Alternative C requires the acquisition of 36 units, including 21 apartments and 15 single-family houses. Now those 21 apartments are not in whole buildings, but they are in buildings where there might be four units, the two end units could still be used and the two center units could not be used because of the method of soundproofing which blocks up all the openings facing Going Street. Both Alternatives B and C would acquire vacant parcels in the lower part of the Going Canyon to insure that development did not occur on them in the future, and those are the parcels that most of you may know as the Maletis property. Alternative D would require no displacement but some minor property acquisition at Interstate Avenue in order to provide the curb cutbacks. An explanation of the right-of-way acquisition process is contained in this leaflet right here, and if you are potentially affected by right-of-way acquisition, I would urge you to come up and get a copy of it. (Held up copy of Acquiring Your Real Property for Federal Aid Highway). It describes the matter

of a public hearing being required, the appraisal procedure, the definition of market value, procedures for handling payments for property and an explanation of eminent domain procedure. Another leaflet, Your Rights and Benefits as a Highway Displacee, which is this other green document here, is also available, and it explains the benefits under the 1970 Uniform Relocation Act and goes into some detail about how homeowners would be affected, for instance, and how renters could get benefits and I'll summarize that very quickly for you.

If you are an owner who would be displaced by this project and you own your own home and you would like to purchase a home, the City would determine the fair market value to you and then, if you accepted that value, they would purchase the property. If not, they would go into condemnation procedures and the court would make a determination of what the fair market value was. After the fair market value was finally determined, and you received a payment, the City would help in relocation and the relocation. They would help try to find an equivalent dwelling unit that was within... that met your requirements. In other words, if you needed to be near a school or needed to be near work or a transit line or whatever, they would take... those would be considered requirements as they look for a replacement dwelling. And then, if the cost of that dwelling was more than the market value that they had given you for your home, they could pay you up to an additional $15,000 for your home. In addition, they pay for the moving expense to get from one house to the other. If you're an owner occupant who wishes to become a renter, it's a similar procedure except that you are eligible for up to $4,000 in additional rent supplement payments if it is determined that an equivalent housing cannot be rented for the amount of money you received in terms of the market value. If you are a renter and you wish to remain a renter, you're eligible for the same rental supplement of up to $4,000, which is spread out over a four year period, and this payment can either be made to you in a lump sum when you're relocated or in monthly payments as a rent supplement. And again, you're eligible to receive your moving benefits. For renters who wish to become home-owners, that four thousand dollars can be used as part of a down payment on a home, and up to two thousand dollars, it's just a straight payment for the down payment on the home, and above that point, say that the... the City and the home owner would split the difference. In other words, if the downpayment is $3,000 you would receive $2,500 and then $500 would be paid by the renter who wished to become a home owner. In addition to the monetary payments and the moving expenses, there would also be a relocation counselor involved to help you find equivalent housing. And as a final point, money which is received as relocation payments, is not considered as income under the income tax, social security or any other federal law.

The time required for right-of-way acquisition and potential relocation is estimated at this time at twelve months, from date of the authorization of the project, which could come as early as October of this year, but is more likely to be some time between October and January of 1980. This will permit adequate appraisal and negotiation time and provide at least 90 days for relocation of the displaced persons after the City has acquired their property. In addition, no persons or families will be displaced until they have either been relocated to adequate replacement housing, obtained the right of possession of adequate replacement housing, or have been offered adequate replacement housing available for immediate occupancy. No owner occupant will be required to move until either he has been paid for his property or the money has been deposited in the registry of the court. It is most important for you to know that eligibility to receive relocation benefits is not complete until negotiations to purchase the

property have commenced and the affected property is purchased by the City. Relocation before that date does not void your right to payment, but payment will be delayed until after the purchase date.

To the best of our knowledge replacement dwellings, if required, will be decent, safe and sanitary, functionally equivalent and substantially the same as those that any displaced persons may be leaving. And they are fair housing, open to all persons regardless of race, color, religion, sex, or national origin, in accordance with U.S. Department of Transportation Order 5620.1, copies of which are available in this room. That concludes my presentation.

MR. DOUG WRIGHT I would now like to proceed with the hearing part of the session. As you entered the auditorium this evening you probably noticed a stack of white cards or you were handed one. The purpose of those was to indicate if you desire to make a statement at the hearing this evening. If you didn't get a card, please raise your hand now and someone will get one to you. Is there anyone who needs a card who didn't get one? One down here in front. We'll use these cards in order to call on people to testify this evening. Also, if you desire, you may simply hand in a written statement this evening and that statement will become part of the testimony, just as if you had actually got up and spoken. You may also submit a written statement concerning this proposal to Steve Dotterrer, Bureau of Planning, 424 SW Main, Portland, Oregon 97204. The address is on the wall to the left here. Written statements must be received within ten days following this hearing or by May 5th, 1979.

A complete transcript of this hearing, including all statements submitted will be available for public review or copying at the address that I've pointed out on the wall - the same address, the Bureau of Planning. That should be available some time after May 15th. At any time after this hearing and before the final project approval all information developed on the proposal will be available for public review in Room 213, again at the Bureau of Planning offices in downtown Portland.

The City Council of Portland will hold a public hearing to select a project alternative some time after 2 p.m. on May 24th in City Council Chambers of City Hall. This is a change of the original date that some of you may be familiar with. Subject to this public review and a hearing on the Going Street proposal and the approval of the Portland City Council, a final Environmental Impact Statement will be prepared on the selected or preferred alternative or no-build and transmitted to the Federal Highway Administration and Economic Development Administration for approval for project design. Copies of the final Environmental Impact Statement will be available at the address, again on the wall, and at the Central and North Portland branches of the Multnomah County Library.

We held an informal session Monday afternoon from 3:30 to 9:00 p.m. in the cafeteria of this school. We also have personnel here tonight to answer any specific questions. The purpose of this hearing is to receive your formal testimony and comments on the proposed project which was presented to you by Steve this evening. If you have specific questions, or desire some information, I would ask that you go to the back of the room, where Michael Hogan is, and he will try to answer those questions and provide you with specific information concerning your property. And then we'd be glad to hear about that matter in terms of testimony, but we're not prepared to spend a lot of time answering questions. The basic reason is we'd like to have a chance to hear from everybody rather than answer specific personal questions about the... about your property or the project.

I would now like to go ahead and receive statements on the proposal. As I call your names off the cards, please come forward to the microphone and make your comments. Before making your comments I would appreciate it if you could give us your name, your address, and if you represent an organization, name that organization. Before we start, do you have more cards? That's it. OK. I have seven cards, and we have to be out of here by 10:00 so we would appreciate it if you don't take too long but with that few cards, we're not going to worry about a certain time limitation. So the first speaker is Dale B. Palmer.

L.1 MR. DALE B. PALMER My name is Dale Palmer, I'm with the... Battalion Chief of the Portland Fire Bureau, and I have worked with Steve on this project and talked with him on this project and it seems we have a little bit of misunderstanding about the closure of North Maryland Street. We do use that as a fire route and we want to go on record as that we do oppose the closing of that street going north across Maryland. Thank you.

MR. DOUG WRIGHT Thank you. Next speaker, Mrs. V. J. Jarmer.

L.2 MRS. V. J. JARMER I'm Mrs. V. J. Jarmer and I live at 1913 N. Prescott; and I don't think it will help to pave the street and I don't want my back windows all sealed off and the barricade... how high is it going to be behind that particular area, cause it's a sloped hillside now, and when the trucks go by, it's not only the noise, but the whole house shakes. So soundproofing and the wall, I don't know whether it would do any good or not without paving the street because it's a landfill and they could pave it year after year and it still has sunken places in it where the trucks hit that loaded and it's just terrible. Well, how high is that barricade going to be?

MR. STEVE DOTTERRER In your area it would be... you live about how far west from the Concord Overcrossing?

MRS. V. J. JARMER (looking at map) It's right... right here.

MR. STEVE DOTTERRER OK. The wall itself, would, I think, probably be six or seven feet high and there wouldn't be very much earth berm, so it would be about six or seven feet high. Now that's an estimate at this time. In other words, final engineering drawings have not been done.

MRS. V. J. JARMER Well, wouldn't the noise just come over the top?

MRS. STEVE DOTTERRER No, that's high enough to be above the top of the stack of the trucks. That's the... kind of the critical dimension.

MRS. V. J. JARMER Because it's right behind our place, during the winter or summer or any time, it's where they shift gears, and that's... and they honk their horns when they come back in there... I don't know who they honk for, whether it's somebody that lives in the apartments or what but its...

MR. STEVE DOTTERRER Well, as I said earlier, the noise level, according to the model predictions that were done by the consultant would be between 65 and 70 decibels behind that wall, in other words, in your back yard, which is about 10 decibels less than it is today. In other words about half...

MRS. V. J. JARMER Are they going to fill in behind the wall, or is it just going to be the wall and just the...

MR. STEVE DOTTERRER Well, there would probably be a small earth berm behind the wall, but the landscaping in that area would then be the responsibility of the property owner.

MRS. V. J. JARMER Well, we already have trees along there, but it doesn't help that much.

MR. STEVE DOTTERRER No, the wall is what would deal with the sound. The trees don't help the sound at all.

MR. DOUG WRIGHT Thank you, Mrs. Jarmer. Victor Jarmer.

MR. VICTOR JARMER My name is Victor Jarmer. My wife covered most things that I want to ask, but one thing... I know this is a noise barrier meeting that we're having but there's more involved here. My house... I have
L.3 several earthquakes a day. In the process my basement is cracking, my carport driveway is cracking, even my sidewalk out in front is cracking, and my land keeps falling. The barrier... maybe it will stop the movement of my land, but I don't think so. However, what I'm saying is I think the property all the way from Concord... from Prescott... excuse me, from Interstate to the end of Prescott facing Going Street should be purchased because there's too much involved other than just the noise. Thank you.

MR. DOUG WRIGHT Thank you. George Kosovich.

MR. GEORGE KOSOVICH My name is George Kosovich and I live at 1935 N. Prescott. I'm the last house on the north side of Prescott Street and just
L.4 like the Jarmer's said, every time one of those large trucks run down that hill, why, it just makes the whole house shake, and the property is settling, and I don't think that the barrier... that the wall is going to help us any.

MR. DOUG WRIGHT Thank you. Barbara Jaeger. Barbara Jaeger? No? OK. I just got a card. I think it's marked no, but I'll check. Thomas Alton?

MR. THOMAS ALTON Thomas Alton, 1735 N. Prescott. I... if anything am in favor of the wall for two reasons. I think that it's the only solution
L.5 that we have here, if they're going to leave the property there. And second, the safety factor, would be moving the apartments. There has been several accidents on trucks or vehicles going down that hill and people backing out of those apartments in the last few months and one of them was near fatal, and a couple of them are in the hospital now as a result from that. And there's no way on a few of those exits that you could see traffic or the traffic coming down can see anybody in that area. So it would be a strong recommendation that they come out for a safety factor.

MR. DOUG WRIGHT Thank you. V. W. Church.

MR. V. W. CHURCH V.W. Church, 1541 N. Going, the third house west from Interstate on the north side of the street. I would like... well, I'd like to
L.6 hear somebody knock on the door. If it wasn't for our little dog, we wouldn't know anybody was knocking at the door. So when we do come to the door and we see them there, we can't talk to them. We have to open the door and invite them in or take them around to the back of the house to find out what they're saying. So it's not so good. When you mow the lawn, you get spattered with stones from the road, it's not safe to be out in our lawn. Two cars have gone through our lawn. It's not very safe that way. Now every morning I back out

of the driveway. I have to cross four lanes of traffic backwards cause you've got to get in headways, you can't turn around after you're going in. So the people that drive down there kind of know me and they give me a little bit of time, but sometimes they don't, and that tenth of a second that I stop on somebody, they think I'm ruining the world. It's necessary for me to go to work late because I can't get in there during the big time. But my wife has stopped the traffic in order for me to get out. And our front porch... it depends on who's measuring the noise, but it has been measured as 93 decibels. Now this last time, this last thing, it's measured inside with our curtains drawn, our double doors and our double windows at 59 inside of our house. So therefore, I would like to have Plan B, Alternative B, so that we can go someplace where it is quiet, then this wall, I think, will have a tendency to protect the rest of the neighborhood. Thank you.

MR. DOUG WRIGHT Thank you, Mr. Church. William French.

MR. WILLIAM FRENCH This is William French. I... If ever they decide to build the wall, they ought to let the people...

..7

MR. DOUG WRIGHT Excuse me, could you give us your address?

MR. WILLIAM FRENCH 2035 Going Street.

MR. DOUG WRIGHT Thank you.

MR. WILLIAM FRENCH I favor if they build the wall, the wall isn't actually in the way of the apartments, so I feel that they should let the people continue to live in the apartments and the same time build the wall and anybody that's willing to put up with the noise along with the traffic, and I don't mind the noise myself where I live. And my landlord has always been able to rent... keep these apartments rented. And if they build the wall, at least it will protect the Overlook neighborhood from the noise and at the same time if the people are allowed to continue to live in the apartments along Going Street I think they should be allowed to live in them rather than forced against their will to evacuate... to get out of them... apartments.

MR. DOUG WRIGHT I'd like to ask a question. I'm not sure if I'm clear. You're saying that we should build the wall... the wall should be built but the apartments should be retained for...

MR. WILLIAM FRENCH Yes.

MR. DOUG WRIGHT Do you want to comment on this, Steve?

MR. STEVE DOTTERRER You're speaking about the apartments in Sub-area B am I... or Sub-area 2, the ones down in the canyon, Right?

MR. WILLIAM FRENCH Yes. And my landlord, I'm sure he'll be able to keep these apartments rented, but no trouble, and would find no difficulty in finding tenants that are willing to tolerate the noise, and some people mind the noise and some people don't mind the noise. And let the people who don't mind the noise live there, and at the same time build the wall and to protect the general neighborhood from the noise.

MR. DOUG WRIGHT Thank you. Betty Bergner, I believe.

L.8 MS. BETTY BERGNER Well, I live on 1835 N. Prescott. I'm near the Jarmans and the Kostovichs, and I want to say the same thing, I don't think the wall is going to solve some of our problems. And they're just as important as the noise, and that is that the vibration is moving the earth, our trees are moving towards Going Street and we have... our lot is 75' by 110' which is facing Going. Some of the lots I know are shorter, but ours goes clear over to Going Street, and right now the earth has moved since we have been there and the vibration has moved considerably. And also, we have a fish pond in the back and it's cracked several times from the moving and we've repaired it and then also the pollution, we all know that there's plenty of that. However, we don't want to stop progress, but I feel that there could maybe be some other alternative. We, in no way, would like a wall in the back of our lot. Thank you.

MR. DOUG WRIGHT Thank you. I have no more cards, is there anyone else who wishes to testify? You can do so at this time. Yes sir?

L.9 MR. CHARLES I. NELSON My name is Charles I. Nelson. I live at 2156 N. Wygant. I have been involved in civic atmosphere in this area for quite some time. I am not in favor, totally, of any of this, and I have submitted a plan to Steve in the form of changing the structure of the traffic all the way. Insomuch as making a three way... I mean a one way street from I-5 down to Interstate, cutting off the Minnesota Freeway spur to Going Street. Now my object is this, that the original plan in '73 was to take away the noise from this area. It is also stated at that time that any time you have three cars within three minutes of each other, you have a decibel. Now it was stated at that time also that there is no berm, no nothing, that would decrease the noise and the pollution, but I disagree with the last part of it. Because the berm is the only thing that will take away the pollution, however, the increased traffic, and you'll bear me out, from the time that you remodel Going Street in '73 was 80, it is now 82. It has come up and supposed to be decreased traffic and you're talking about an increase in traffic from down on Swan Island. Now, another reason I want this done is to bring in a different access from the spurs off of I-5 and the reason for that is that this is going to open up different ways, such as Interstate for the traffic. Now, I realize, as I said before, you cannot gain 100% over all of the total picture, but you can reduce what is coming in here and eventually you are going to take away most of the noise from the area. I disagree with that fireman. My children went to that school, and I hate to tell you how many nervous calls I have for the traffic that goes through there. That should be closed off. That is a serious accident (inaudible). So is Montana. Now, in place of that, I want to see a high wall come up on that one lane, all the way down to the filling station (inaudible). It will involve, and I hope that the people are well paid for it, those two oil station things, and thereby, will come your circle, will come in there. Now that plan I have submitted to Steve. There is one other thing that I would like to say that skipped my mind at the time, and that is, the traffic that is coming from there can be routed away and going down Interstate south to the first stop sign, and it's a very short spout to the freeway and I'm sure that they can cover it so that those people down there will not have any difficulty in sleeping at night or whatever, because there will be no noise as long as they're going underneath a covered area. Now, my point is this. When I look at those spots on that map, and I divide that by the amount of money for the acquisition, there is not enough money to even build another building, much less, say, pay for the buildings that are there. Now if you take a good look at that, Steve, I think you'll see that I am right.

MR. STEVE DOTTERRER You're speaking about the convent now?

MR. CHARLES I. NELSON The convent and all of it, because there is quite a bit of money wrapped up in that convent building, and for us to build another convent, and there again, we have a problem, because at the convent we have the sisters there. We're going to have more, I know that, and their form of life is such that they have to be near the church. This is part of their religion. This is why I say that they have that right, and they have the right of silence in their worship. This would quiet this area down so that we could keep that building and use that building... Now if we had to build another building there, I venture to say that we could not build that same building for $500,000. Now, that sounds like a lot of money, and it is, but you take that and how much money have you got left for the rest of it. There's one more thing. If we take and place that building up... If you give us a building and we use it for something else, then it becomes taxable property. We cannot afford that as a parish. So we are penalized in that respect. Also, if we take the Sisters away, we will have to dig down in our pockets to build another building someplace else, and this is going to cost our school system additional monies and believe you me, money is hard to come by when we are in a parish, and we are bringing about the education and expertise that these Sisters and the rest of the Lay teachers are giving. And we do not want to slight anybody, and again, the overall picture is for the community and I think by that I mean, the rest of the community should... the rest of the City should share their own responsibility. I don't care, because we are taxpayers the same as they are, and bring in other routes that come into the area on other streets. And I think the whole State will profit by it as well. Thank you.

MR. STEVE DOTTERRER I will say that we have taken your traffic scheme, the plan that you gave to me the other day and we've given it to the traffic engineers and they're looking at it, and also, the consultant, and they'll look at it in terms of noise, and that... we'll have some comments on that later.

MR. DOUG WRIGHT Thank you. J. L. Frewing

Mr. J. L. FREWING My name is John Frewing. I live in southeast Portland, nowhere near here, but we have some of the same problems, and...

MR. DOUG WRIGHT Could you give us your address?

MR. J. L. FREWING Yes. 7932 SE Reed College Pl. And I thought that there were a couple of things that were lacking this evening and I think really deserve attention on the record. I'd like to just go over five of them. Uncertain to me... Oh, and let me tell you my interest is one, that we compete for some of the same money, other parts of the City, and I'm not interested in particularly, taking it away from this project, I'm trying to represent Tri-Met here tonight, which doesn't have a very direct role in structural features you're talking about, but I think these things ought to be on the record. First of all, do all four alternatives meet the objectives? Who wrote down the objectives, and what exactly are the objectives of the project? Very obviously, if the no build meets the objectives, it's the one that ought to be done, and I think that we ought to go for the cheapest one that meets the objectives.

MR. STEVE DOTTERRER The objective was to reduce the noise as much as was feasible, and what we present in the four alternatives is four different levels of noise reduction, with four different levels of disruption in terms of relocation and also in terms of cost.

MR. J. L. FREWING So you can't say that whatever is politically feasible, a trade off between cost and dislocation, and so forth, is that the objective? OK. Thank you. Number two, I didn't hear your statement as to what role that Going plays regarding Swan Island access. The last gentleman talked about alternative routes for Swan Island access and I'm not sure what your assumptions are regarding the year 2000 or sometime way out regarding the use of Going for Swan Island access as opposed to some other street, and I think that's important, that's a variable that honestly is a... something that ought to be examined in alternatives.

MR. STEVE DOTTERRER Well, the alternative routes were examined by the Swan Island Task Force in previous years and the result of their study was to propose the Greeley/I-5 project and the continued use of Going Street, so in effect you have two routes which service Swan Island. One is Greeley Avenue and the other is Going Street, and they carry... well, Greeley Avenue carries a greater percentage of the truck traffic, but Going Street carries a greater percentage of the overall vehicle traffic. So basically there's two routes and they split the load between them.

MR. J. L. FREWING And that split is a given in this project, is that it?

MR. STEVE DOTTERRER That's right. Because the Oregon Department of Transportation has previously conducted an Environmental Impact Statement on Greeley/I-5.

MR. J. L. FREWING Thanks. My third and fourth questions are questions that come out of the earlier statements here this evening, and that is what portions of this area actually are land fill or are otherwise weak foundations? The fourth one is how thick of a wall are you talking about? Are you talking about a six inch thick concrete cylinder... concrete cinder block wall or something more substantial? Are there examples of this type of wall in the Portland area that others or I could see to form an impression of how effective it is?

MR. STEVE DOTTERRER There are other examples in the Portland area, however, the only one that I'm aware of anyway is the I-205, and there's no freeway behind it yet so it's hard to... the effectiveness, but you can see what it looks like. In that case, it's a concrete block wall, and I think it's about eight inches thick. The thickness is not what's critical, it's the density of the material, and there's a whole range of materials which will provide the necessary density. In other words, you could actually have a wood wall which would provide sufficient density. The first question I think I... would have to turn over...

MR. J. L. FREWING The foundation material?

MR. STEVE DOTTERRER Yeah, I'd have to turn over to the consultant. I don't... perhaps we could answer that one later.

MR. J. L. FREWING That would be fine, but it seems to me that if you are building on a land fill or something, I mean, the lady has a legitimate point.

MR. STEVE DOTTERRER We have done borings in the area... there have been test borings.

MR. J. L. FREWING My last one asks if time management would be one further alternative to be examined. That is, stop truck traffic during night hours or stop all traffic during night hours, if that's the principle objective of this.

MR. STEVE DOTTERRER That alternative has been examined by the Swan Island Task Force and the City, which recommended that there be no night time truck traffic and originally... yeah, no night time truck traffic, and the Oregon Department of Transportation implemented the alternative supposedly and they were taken to court by a firm on Swan Island and also someone else who was on the alternate truck route and the court ruled against the night time truck route. So that was I think, three or four years ago.

MR. J. L. FREWING Put to bed?

MR. STEVE DOTTERRER Yeah.

MR. J. L. FREWING Thanks very much.

MR. DOUG WRIGHT Thank you. Susan Rosetto.

L.11 MS. SUSAN ROSETTO My name is Susan Rosetto and I'm at 1531 N. Going. First of all, I'd like to commend the people who have gone to all the work of all the different alternatives and Steve Dotterrer cause I know it has been hard for them to go through and pick out all these things. I think the gentleman that just spoke made a very important comment that I'd like to bring out. He, also, in his neighborhood, has an experience with noise and I'm sure he's not the only one and my point is that no matter how many noisy cars and trucks there are, you can build walls and more walls and more walls and you're still going to end up with noise and I can't see going to all the problems, the money, of spending thousands of dollars to quiet one neighborhood when the same noise and the same trucks and cars are terrorizing other parts of the City and I think if the Federal government feels that it's too noisy for us to live where we're at, that they should come up with some logical idea of quieting tne noise levels of vehicles. I know it's going to take them a while to do that but I'm sure that it will come out the best in the end. I know also, that being... living right on the street and hearing the noise... I know that on Saturday mornings and Sunday mornings you can go out and the noise isn't at all as noisy, you know, as during the rush hour traffic when usually most people are at work or coming home from work. I know, Maryland, if you look at... back at your records, I'm sure most of the accidents have occurred since the bushes have been placed along the wall, that with a little short wall. It seems to me there's been twice as many accidents occurring since those were placed, and they are very, very hard to see if you go, you know, out there, and since they aren't kept cut, then it makes it really bad, and I think that is one of the main problems in that area of Maryland. But, if the City feels that something has to be done, I feel that either do nothing or the alternative would be to quiet... put some kind of pavement on the street, slow the traffic down so that they're not racing down there and I think that would help a lot. Thank you.

MR. DOUG WRIGHT Thank you. I'd like to just make a comment on that. While a number of federal agencies have noise standards that they impose in certain ways, for example, the Housing and Urban Development Department, this project has been generated by this neighborhood, by the City and by the Swan Island Task Force. It isn't as if the federal government is demanding that we

choose one of these alternatives. So I just wanted to make that clear, that the neighborhood, through the Swan Island Task Force and the City Council has more-or-less put this project together in terms of definition of development. Yes, Ma'am?

MS. MELISSA CHURCH I'm Melissa Church and I live on 1541 Going Street.

MR. DOUG WRIGHT Could I get your first name... or, your name again?

L.12

MS. MELISSA CHURCH Melissa Church, and the two alternatives were gonna move and I would like to... for 'em to consider the one that will help the neighborhood the most. If we move, why not take the best and protect the rest of the neighborhood? I know it don't solve all the problems, but I would like to see 'em take Alternate B because I think that would be the most help... help the most and the rest of the neighborhood. Thank you.

MR. DOUG WRIGHT Thank you. Yes, sir?

MR. BORIS N. GEORGEFF My name is Boris Georgeff. Our family home is at 2237 N. Skidmore Court. Since the configuration of our land will not allow...
L.13 or lend itself to building a wall, I'd like to make it a matter of record that we favor the soundproofing. In addition, you'll have to excuse me, Steve, for fear of sounding like a broken record, but I would like to comment on something that's in your draft Environmental Impact Statement. If I may read a sentence please, it says the Portland City Council has decided that because of costs and Environmental Impacts, it is not reasonable to select an alternative access route that would remove significant traffic volumes from Going Street. Alternatives considered remove no more than one half of the current traffic, and it goes on from there. Well, I take exception to that statement in that half the traffic is better than the whole traffic as far as we're concerned. Since we are also being impacted, I think that that should be shared by other people in that part of the City, more particularly, an access route as was discussed in the past from Willamette or Portland Boulevard. So therefore, I would like to make it a matter of record again that we favor an alternative that would provide additional access to Swan Island from another area. Thank you.

MR. DOUG WRIGHT Thank you. Are there any others? Yes, sir.

MR. EDWARD KOST My name is Edward Kost, 1815 N. Simpson Street. I'm not a resident of this area but I am involved, as a parishioner of Blessed
L.14 Sacrament Church and I am concerned with the problems in respect ot the convent. Also, I'm interested as a taxpayer in the cost of this program and I've been reluctant to speak because I realize that the people who live in this area have a problem and probably their only escape now is to sell their property and move somewhere else. I have always been very bitter about this Going Street Project and I'd like to endorse the comments that Mr. Goergeff made and I've always felt that the only practical solution is an alternate route to Swan Island, regardless if it meant building a bridge across the Willamette River. Ultimately, that's going to be the solution; is another access. A Swan Island... your Greeley Avenue/Going Street is not going to carry the traffic with the continuing development down there at Swan Island and it's true, it's going to create problems in them other areas. I feel that this barrier is only a band aid solution. That sooner or later you're going to have other problems, that it's not going to solve the problem. And I think that... well, like I say, I hate to torpedo the people who are in favor of Plan B which is to sell their property and move out, because that's the only solution they have, but I think that rather than spend 2 or 3 million dollars right off the bat here for something that I think... that I'm fairly positive is not going to be the final solution to it, I think it;s just a waste of money. Thank you.

MR. DOUG WRIGHT Steve?

MR. STEVE DOTTERRER I think I should point out that in terms of alternate access routes, that whether the alternate access route is Greeley/I-5 or Portland Blvd. there still will be a substantial traffic volume on Going Street in the future and the studies both by the consultants for this project, and the consultant to the Department of Transportation on the Greeley/I-5 project showed that even if the traffic was cut in half on Going Street, the noise level would decline only about two decibels, and that is that would be barely perceptible. So that the noise problem that we are dealing with in this project is an existing problem today. Even if we were to cut the traffic substantially it would still be an existing problem, and it is expected to be a problem in the future.

MR. DOUG WRIGHT Thank you. Yes, sir?

L.15 MR. DON LEICHTMAN My name is Don Leichtman. My mother owns the house right on the corner of Interstate and Going on... it would be the south... well, it would be the first house, right here (looking at map). I think we're overlooking one big problem here - safety measures. Now, I go over to my mother's house over there, but I don't dare go over there between...oh, say 7:30 or 6:30 in the morning and 9:30 or 10:00 in the morning. You can't even get in the garage there. You can't get across the street there unless somebody gets out and stops the traffic. Same way in the evening or at noon. It's just impossible there to get into her garage, and I don't know about the rest of the people, maybe they don't have cars down there, but another thing, the previous speaker seemed to... says he's a taxpayer and he's worried about the money, yet he suggested a bridge across the Willamette River which I think would be probably ten times more expensive than this project we're talking about right here. No matter where you go if you have an alternate project, it's going to cost you a lot of money. Wherever you go you're going to put the noise in somebody else's lap. So I think if we solve the problem here, maybe we can solve it for somebody else too. I'm in favor of kind of a... two alternatives, one would be to go ahead and soundproof the street which was a minor cost along with probably either Alternative C or part of Alternative B. These soundproofing these apartment houses... the people down there seem to think that would solve their problem so I don't see no reason why you would have to buy them. The houses that are really on Going Street, especially the fifteen or sixteen right up here on Interstate seem to be the worst ones. On Alternate C they have a means of soundproofing the convent, I think is what they're talking about. Isn't that what they say there in C? Would be to soundproof the convent and put a wall there or something?

MR. STEVE DOTTERRER That's correct. The convent, or rather the parish committee at their meeting last week, however, voted that they were not interested in that alternative. They were interested in... for their area... they were interested in...

MR. DON LEICHTMAN They wanted to have their place moved.

MR. STEVE DOTTERRER Yeah. They were interested in being moved.

MR. DON LEICHTMAN Well, if that's what they want... but like you say, the cost is going to be... I think this 2 million dollars for Plan B here is going to be a little bit shy of what you're going to really come up with. It don't seem like there's enough money to take care of all the places that they're trying to buy down there. I think that...

MR. DOUG WRIGHT Thank you. Are there any others that would wish to speak? No one else? OK.

MR. THOMAS ROSETTO My name is Tom Rosetto and I live at 1531 N. Going. I'm in favor of Alternate A or D, but I think D is feasible because of truck
L.16 traffic which is the heart of this problem. You know, if they come up there in the winter time with their chains on, there's not going to be much left of the road anyway and I was wondering, with these people on Prescott complaining about their houses, you know, everything cracking, I would wonder about the structure and the understructure of the wall standing up to truck vibration, if it would be strong enough. These houses, you know... like we're right on Going, you know, and we've got some, you know, cracked plaster in our house, you know, but I can see these people on Prescott... if the walls even, you know, it'll be closer to Going than their house will be and I would think that the wall wouldn't stand up to truck and truck vibrations and things like that. Thank you.

MR. DOUG WRIGHT Thank you. Any others that would like to testify... A question. OK, I think we have time for that. Could you go to the microphone though?

MS. TANIA URSIN I'm Tania Ursin, and my question is has there ever been a consideration to purchase the Prescott Street buildings. The ones that the
L.17 three people here mentioned today. I... on the plan I see there are eleven. Have you ever thought of adding those to the package of... let's say, Alternative B and buying those and building the wall behind?

MR. STEVE DOTTERRER No, they have not been considered for purchase in the past.

MS. TANIA URSIN Why?

MR. STEVE DOTTERRER Well we... as I said, we were primarily looking at noise levels and it was possible by the wall or by soundproofing, to provide noise relief for those homes, and so we did not consider purchase and elimination as necessary to solve the noise problem.

MS. TANIA URSIN Well, would this be the place to sort of suggest a trade off. The Prescott buildings for the apartment. Keep the apartments and purchase the Prescott instead. If that's what people want.

MR. STEVE DOTTERRER If you want to suggest... yeah.

MS. TANIA URSIN All right. Thank you.

MR. DOUG WRIGHT Thank you. Anyone else? Yes, sir.

MR. HARRY PETERSON-NEDRY My name is Harry Peterson-Nedry. I live in northeast Portland but own one of the apartment buildings along N. Going, the one
L.18 on the end, and I would like to turn down her kind offer for trading the apartment buildings for the houses on Prescott. We don't really want to own something on Prescott. Right at the moment we think that Alternative B is pretty good because we aren't really satisfied with the apartments on Going.

MR. DOUG WRIGHT Could you give us your address?

MR. HARRY PETERSON-NEDRY 3632 NE Stanton

MR. DOUG WRIGHT Thank you. Yes, sir.

L.19

MR. WILLIAM H. COLEMAN I'm William H. Coleman and I live at 7251 SW 33rd in Portland, but we own four of the apartment buildings on Going Street that are included in this possible Plan B. Among our 18 tenants we have at least 16 that are complaining about the noise and they're sitting tight until they find out whether maybe they can stay and get some moving money and then our turn over is substantially high because of the noise. People move in and they stay three months and they say the noise has gotten to us, we'll have to move. And we do have a couple of tenants that are not noise conscious.

MR. DOUG WRIGHT OK. Are there any others who would like to speak? If not, I should remind you that if you want to provide written testimony, you can up until May 5th by sending it or delivering it to Steve Dotterrer at the Bureau of Planning. The address is still on the wall. And it will become part of the record. With that I want to thank you all for coming. It was nice to be here and it's 8:50. The hearing is closed.

M. Hearing Cards; Beach School Hearing

Sub-area 1

M.1 Alternative A; "Drive a vehicle tunnel under Mocks Crest."

M.2 Alternative A: "Build a tunnel under Mocks Crest!!"

M.3 Alternative C; "Bike path would be a good idea."

M.4 Alternative A; "Save the moneys & prohibit the use of exhaust brakes with in the city. Set exhaust noise limits & police them where there are quite systems that won't hamper the operation or the vehicles."

M.5 Alternative A; "George & Marie Stelter Last house on Blandena."

M.6 Alternative C; "Environmental disadvantages of wall outweigh any gain from wall."

M.7 Alternative A; "Traffic noise in area (2046 N. Blandena) not extreme and does not warrant proposed expenditures."

M.8 Alternative C: "That sound barrier would cut through the corner of our backyard, requiring trees be cut down, moving or destroying our existing there, infringing on our property and view. We'll certainly oppose it in court if we have to. Financially. we feel Alternative C is also preferable."

M.9 Alternative C; "We prefer the small amount of niose we have, to having out trees cut down ruining the scenic beauty of our back yards in order to build that noise barrier. Sound-proofing, for us is definitely better."

M.10 Alternative B; "None of the above would be needed in full, if any thought had been given to another way off of Island. What happens if the overpass over railroad went out?"

M.11 Alternative B; "We would rather keep the trees on the Blandena Heights hillside than have a concrete wall. Forget the wall from Wate Tower westwards."

M.12 Alternative D; "Do not build a wall-It is expensive, and not necessary. I am in favor of Plan D because of the new curbs for the trucks.

Sub-area 2

M.13 Alternative ____; "Suggested Alternatives would not eliminate- Pollution, fibration, earth sliding, or noise. Suggest 8 lane tunnel and another access."

M.14 Alternative B; "We get a great deal of noise, especially at work rush hours. Also noise from the water tower back of us at rush hour.

M.15 Alternative D; " I favor the structures and appartments in the Going Street Canyon be saved. Perhaps they could build the noise wall to protect the surrounding neighborhood from the moise and at the same time let the people who live in the apartments in the Going Street Canyon stay there so long as they are willing to put up with the noise of traffic on Going Street.- I favor building the wall-save all the appartments in Going Street Canyon and sould-proof the appartments."

M.16 Alternative B; "I have lived at 2057 N. Going Apt. for sever years. Sound levels growing absolutely worse. Plan A and D I would never consider. Do it right- Go for B. A onetime shot-No half-way projects. Taxes can't take it."

M.17 Alternative B; "If you are going to do anything, do it right the first time. This alternative seems like the only one that gets to the bottom of the noise problem. It may cost more at the outset, but I think you'll be ahead in the long run."

M.18 Alternative B; "B is the only feasible solution as I see it. Wm H. Coleman 244-3653 Owner 2007 to 2135 N. Going Street . Home address 7251 SW 33 Ave. 97219."

M.19 Alternative B; "As much as we have studied all the alternatives we can see no other solution for our apartment except B.

M.20 Alternative B; "I am a renter at 2302 N. Going #2. I believe that alternative #C would not work for these appartments: as it would not meet the code. Mrs. George Bailey

M.21 Alternative B; "The vibration level is inducing the sand-base hill behind us to move: ar differnet rates. The building is breaking down structurally."

M.22 Alternative __: "The alternatives mentioned could not possibly solve the problems of pollution, noise, fibration or sliding of the bank. Other cities have had the same problens. Could we learn from them? One need is another access or possibly alternative D????????

Sub-area 3

M.23 Alternative B-C; "I am a day sleeper and I have never been bothered with the noise and I sleep during the worst time the noise is happing."

M.24 Alternative B; "Build ramps I5 for trucks only."

M.25 Alternative B-C; "A fine job has been done so far-keep on truckin."

M.26 Alternative B; "Tall Green-Year around shrub trees instead of more concrete."

M.27 Alternative D; "Offer sound-proofing (major and minir) to residence owners at 0% interest long term."

M.28 Alternative B; "Don't understant #5. Annual costs i.e. alt.b $7,800 vs other figures. Will ask at meeting. Tania Ursin 4171 N. Overlook Ter.

Sub-area 4

M.29 Alternative B; "Believe it promises longer lasting relief. Other alternatives will need changes in a few years."

M.30 Alternative B; "C would only help indoors. D would only be doing what has to be done every so often."

M.31 Alternative B; "In convenience for our neighbors on Prescott Street if City does sound-proofing of homes most are elderly."

M.32 Alternative D; "As long as there are truckers on Going Street it will be noisy and no wall will help. Let us keep our homes we are all senoir citizens and can't afford house payments."

M.33 Alternative B; "Thank you for your throughness in presenting this material. One question: What use rights does the care-taking property owners have on the Berm? Do we have a say in the landscaping?"

M.34 Alternative C; "Soundproof all structures exposed to High DBA's."

M.35 Alternative C; no comments

M.36 Alternative B; "Believe it will be a permanent solution. John E. Knapp 4634 N. Concord Ave."

M.37 Alternative B; "C & D accomplish nothing but the expenditure on money."

M.38 Alternative C; "No parking on Going Street. Going Court to Harron for a street. I prefer to leave area. Vibration is bad on house."

M.39 Alternative B; "I don't want to move but B is the logical alternative for me."

M.40 Alternative B; "Would not like to see any houses relocated to city lots (park) on Going Court."

M.41 Alternative B; "I think all the homes should be bought that are on N. Prescott Street from N. Interstate West to dead end street would be cheaper."

M.42 Alternative B-C; "B & C would benefit everyone."

M.43 Alternative B; "Place sidewalk next to street not between the wall & my property. Mrs. Nina R. Betts."

M.44 Alternative B; "I reallt favour 1) but it would be practically impossible to monitor that kind if traffic."

M.45 Alternative B; "Buy all the houses on ridge."

M.46 Alternative B; "Hope you choose the one which will do the most for the neighborhood."

Sub-area 4 continued

M.47 Alternative __; "I would like to see a barrier north of Going Street or at least a no turn left of of Going onto Colonial street! We live on the portion of Blandena thats unpaved and dusty. They barricated Concord to curb traffic so now still a large portion of night traffic come down Blande a therefore autos and playful 4-wheel drives, makes this area hazardous and furniture dusty. Also Beach School kids still have to be on their toes beware of fast moving traffic."

M.48 Alternative C-D; "Insulate houses & road berms are not high enough to keep out noise or pollution. If houses & trees on Going Street now don't deaden sould berms won't."

Sub-area 5

M.49 Alternative D; "Please don't tear my apartment down on Maryland and Going."

M.50 Alternative D; "I would not like to live behind walls or in a house with no windows."

M.51 Alternative C; "Montana Street must be blocked off to eliminate freeway access traffic."

M.52 Alternative B; "Reduce truck/auto speed limit from Highway down Going."

M.53 Alternative D; "Make left turn off of Going prohibitive at Maryland."

M.54 Alternative D; "Best till get anotherroute out."

M.55 Alternative D; "I can't see where a wall would help very little for the money it would cost."

M.56 Alternative D; "Best plan till can get another way out of Island."

M.57 Alternative D; "Best for this (?)."

M.58 Alternative D. (no comment)

M.59 Alternative D. " I'm totally against theses damned noisy trucks. Noise levels should be lower on any vehicle coming or going to Swan Island."

N. Hearing Transcript, May 24, 1979, Portland City Council Meeting.

Noise Officer. Call the roll.

The roll being called on the above recommendation resulted in Yeas, Commissoners Ivancie, Jordan, Schwab and Mayor Goldschmidt, 4; whereupon the appeal was denied.

CROELL — I think it should be noted, Your Honor, that the Noise Control Officer did provide us with a report and the Council did receive copies.

RESOLUTIONS

1690 Resolution No. 32437, entitled " Resolution adopting the Going Street Noise Mitigation Project Recommended Alternative," was introduced by Mayor Goldschmidt and read.

CROELL — Your Honor, we have received the report of the Noise Review Board dated May 9, 1979, and we have also received a letter from the North Portland Citizens Committee dated May 23, 1979, favoring the recommendation and we have also received a letter from a private citizen that is favoring the recommendation, and the Council has copies.

GOLDSCHMIDT — Mr. Dotterer.

DOTTERER — The resolution before you today asks you to adopt the recommended alternative for the Going Street Noise Mitigation project. The project was approved by the Council for Environmental Impact Statement studies last June, at the request of the Swan Island Task Force.

Beginning in December, Earth Metrics was hired as the consultant to do the environmental impact statement. They continued their work in March of this year, and a public hearing on four alternatives was held on April 25th. A report on this hearing has been sent to you and also to the citizens interested in it.

If the Council adopts an alternative on the project today, we will submit a final application to the Economic Development Administration in June, and we are looking for an October or early November approval from EDA. Based on that schedule, the Bureau of Street and Structural Engineering could begin project final engineering in January of 1980, and also property acquisition could begin in 1980, with construction beginning in early 1981 and taking approximately one year.

As part of the project, we examined four alternatives. A description of the alternatives is contained in a brochure down here in front, for those of you who don't have one, and also at the front desk there is a description of the relocation benefits for those people who would be relocated if a project alternative is selected.

There were four alternatives to be looked at. One was no build, which it turned out that the noise would get slightly worse but that the present noise levels are already well above federal noise standards.

The second alternative was to construct a barrier, and we also looked at sound proofing

of individual buildings and finally a non-structural alternative which involved frequent street repavings and increased police enforcement and education programs.

The result of the Environmental Impact Statement was that Alternative B was the most effective in reducing noise but that it was also the most costly and involved the most relocation. As a result of the public hearing, City Staff is recommending to you a slightly altered project which consists primarily of Alternative B, and I would like to quickly run through that.

For Sub Areas 1 and 3, the areas on top of the Bluff at each end of Going Street, we're proposing minor soundproofing. That's here on Blandena and here on Skidmore Court, and that affects approximately 30 homes. Minor soundproofing would be a voluntary program, and the City would design a soundproofing for the home, which primarily consists of double glazing and reinforcement of the homes at the foundation line and at the ceiling line, and then the individual home owner would havethe work done by a private contractor and the city would reimburse him.

In Sub-area 2, that is the apartment houses at the bottom of Going Canyon,we are recommending the removal of those apartments, the relocation of the residents; that is, the removal of 41 apartment units.

Farther east, below the water tower and from there on east to Interstate we are recommending the construction of a barrier which, a noise barrier, which would be a six feet high wall on top of an earth berm which would vary in height from zero, from nothing in this area, to about six feet high here, and then in this area from Interstate Avenue over to I-5, we are also recommending the construction of a barrier which would be a berm, a six-foot earth berm with a six-foot wall on top.

In addition, we are recommending the sound proofing of the fire stationand looking at the possibility of integrating two apartment houses, shown here by the black dots, into the wall. It may be possible to keep those apartment houses and therefor reduce the amount of relocation, and the possibility of doing this will be looked at in more detail during the final engineering stages.

The project as proposed would provide noise relief to almost all the homes in the Going Street area. There would only be eight homes with noise levels above 70 decibels, which is the Federal Highway Administration guideline for exterior noise, and no homes would have noise levels above the interior noise standard of 55 decibels.

The project would require the relocation of 75 households,58 inapartment units and 17 in single family houses, and the projected cost is 2.7 million dollars, of which about 1.7 of that is for property acquisition and relocation work. In addition, there is also an expected annual cost for maintenance of the landscaping and the wall itself of about $7,000 a year.

Unless there are any questions, that concludes my presentation.

GOLDSCHMIDT Commissioner Ivancie.

IVANCIE Mr. Mayor, I would like to ask again for the record would it be possible to leave those apartment houses along the lower valley there for people to live in, regardless of the noise situation?

DOTTERER It is possible. There is no, we are required to meet a federal noise standard. I am recommending the removal because none of the, the soundproofing alternative either requires the relocation of half the households or if you do a really good soundproofing job, or if you do a real weak soundproofing job, you lower the noise level about five decibels and you still are well above the federal standards.

N.1

IVANCIE Well, let's say you do nothing.

GOLDSCHMIDT Well, we are back to the point you made in the beginning, which was about three years ago, why don't we just go in and buy that land. Over the long run, it can only get worse not better, and at some point somebody over there is going to file a lawsuit, which I don't think we know how would come out, truthfully. Whether or not our public action would ever make us vulnerable, I don't know.

IVANCIE Well, there's 41 units there and, you know, you look at some cities like in New York they live next to elevated trains and under them and so forth and so on.

SCHWAB That's why they move to Portland.

At this time, Commissioner McCready entered the Council Chamber and took her place.

IVANCIE Well, New York's still doing pretty well, but some people may be willing to pay that price of the extra noise for a reasonably low rent and if that did, Mr. City Attorney, can't we have an opinion to clear that matter up legally? Whether or not we have any liability.

HURTIG Well, the real question would be whether it's a taking by the public body for a public purpose type use, for which we would have to pay compensation, and I doubt...

IVANCIE I understand we have to take the property, but could we just turn that property over to a property management person with the stipulation that if you want to...

GOLDSCHMIDT We could resell it with the covenant that basically you accept the occupancy of the current owner and leave the housing stock there. But I think down the road, the farther it goes, the more we are going to be in a position, let's say 20 years from now, 10 years from now, somebody walks into a Court of Law, a tenant, sues their landlord and says the place is not habitable. I don't think what we do with the landlord can overcome the guarantee of habitability to the tenant.

SCHWAB — I think we are going to find curselves in the position of paying relocation benefits over and over.

GOLDSCHMIDT — Are there those present who would like to be heard on this matter? Yes, sir.

IVANCIE — I'm trying to follow the Mayor's housing policy of maintaining as many units as we can.

MACKEY — I'm on North Skidmore Court.

GOLDSCHMIDT — Will you give us your address and your name, please?

MACKEY — Herbert B. Mackey, and you are going to have a speedway there. You've got it already.

GOLDSCHMIDT — What is your address?

MACKEY — 1929 North Skidmore Court.

GOLDSCHMIDT — Do you want to point that out, please?

MACKEY — That will be the second house insulated, right up there.

GOLDSCHMIDT — Okay.

N.2

MACKEY — You are going to have to admit that you've got a freeway there, and a speedway, so what I was interested in is when you cut this apartment off down below and they come around from Greeley and try to go up Going, that you don't have a stop there like that, that you cut right through where that apartment is and make a merging deal, and the same way coming down on the right, where you have to turn to go up to Greeley to get to the hospital or what have you, you take those apartments out and cut right through there and make it a merging deal so that you don't have to make a sudden stop, because that traffic don't stop for anything.

GOLDSCHMIDT — So you are saying that since the housing will come out, we ought to move the roadbed out to the right as you go down the hill so you don't have to do that loop.

MACKEY — That's right.

GOLDSCHMIDT — I see. That's an interesting thought. I assume you can take a look at that as part of the design?

DOTTERER — Yes, that's correct.

GOLDSCHMIDT — Thank you. Yes, sir.

NELSON — My name is Charles I. Nelson. I spoke before, and I was informed that I was not affected because I was up on the hill at 2156 N. Wygant. I am a member of Blessed Sacrament.

N.3

MC CREADY — Where is that, Steve?

DOTTERER — It is the next street up here. Just off the map.

NELSON — However, I am also a member of the Blessed Sacrament parish, and I am affected by the friendship of the people along Going Street and the people I have worked with, loved, and whatever.

However, my mind will run back to what Mr. Ivancie

said in 1973 when he stated, I will bet before ten years you will have to buy additional property to fulfill the road, the working part of it. Less than ten years has gone by and we are going to spend practically three million dollars again and you are going to waste it, because it is going to go right back to the original. You are going to have to buy additional land.

Now, I submitted to one of the members of the task force a depressed road that goes through and I still say that if the people of Portland...

GOLDSCHMIDT Excuse me. Is that depressed starting when it comes off the freeway?

NELSON It comes right off the freeway and goes down.

GODLSCHMIDT And you would go underneath Interstate?

NELSON It goes underneath Interstate, a bridge over Interstate, a bridge over Maryland. That will be the only permanent solution because you are going to take the nightmare away from this community; you're not going to destroy our community. However, if the rest of Portland does not want to go along with their share of the responsibility, and by that I mean this: that we go back to the original layout of putting one way streets in to take out the traffic from this area here and clean it up. This is a job for the City Planning Commission.

However, I will say this, that this money is wasted insomuch as it has to be matched and this is what our taxes are about. Again, I have friends on the top of the hill, right off of Blandena, who have put money into their building to ward off the noise and to no avail.

There is one more point I may stress, that the majority of the people living in this neighborhood who have to fight the noisiness are pensioners who cannot afford the extra energy, or whatever, and what aren't on pension have got their homes paid for, not working, cannot afford to pay additional payment for a house anywhere else. Now there is only one way out of this, and the people aren't going to like it and maybe the City won't like it, but I'm going to go back to Solomon. Whose baby is it? Let's cut it in half. Let's cut it off at the beginning.

I think you'd think that that was awfully severe. It is severe. Okay, then let's make Going Street a one-way street. This, you will not have to take any buildings away and you are going to force the state to come up with their responsibility and put that spur on to I-5. There should be a truck level that goes out on the back of it. Let's not defeat it.

There is also one other area that you're going to cover with. It's another state, because the majority of these people are from out of state that is plugging our highways, and that has to

MC CREADY — That's the trouble.

GOLDSCHMIDT — And ultimately,we end up being the deep pocket, Frank. The question is going to be how do we covenant in a sale that we can violate the law and that's okay. Now we don't know when that's going to happen, and it just seems to us like it's something we ought to settle now.

IVANCIE — Why couldn't we have openers every year or every two years?

MC CREADY — Openings? What do you mean?

IVANCIE — Every year or two years we look at the problem and if gets to a...

GOLDSCHMIDT — The simplest way to take your system, if you start out with the premise you want two things: one, the jobs on the island and keep all the housing that you can, you hold on to the apartment buildings in public ownership and use them as long as you thought the noise was tolerable.

IVANCIE — That's right.

GOLDSCHMIDT — I think what you will find is that the agency, if we offered it to the Housing Authority, I think their advice back to us is that what you will spend to make the housing whole, that is what you've got left and as a location is not a particularly good bargain, and I think if we gave it to a private party we are always going to be in a position where no matter what we do with the landlord, we have to deal ultimately with the problem of the tenant, and I think a tenant who moves in there, if you put up a sign saying this apartment is noisy, you rent it at your own risk and they end up with damage and the doctor comes in and says "you are losing your hearing and it happened because you live here", I think they can sue us anyway. I mean, I'm just telling you my gut on the thing.

IVANCIE — Well, could you require, Mr. Mayor, a private, say, you put the buildings on the auction block with the stipulation that the contractor or whoever bids on it has to achieve a certain noise level control before he can occupy them or let tenants move in.

DOTTERER — The number of units that you would lose to achieve that noise reduction, I mean to achieve, say, the Federal Highway Administration guideliens, it's like half the units in the apartment houses we are dealing with and it requires major remodeling of the buildings, because you have to close off all of the openings which face Going Street.

IVANCIE — And how soon will that reach that critical level?

DOTTERER — We are above that critical noise level already.

IVANCIE — Above the critical noise level, but nobody's dying in those apartments,are they? I don't hear of any hearing clinics, or so forth. Has anybody complained?

DOTTERER — They are complaining about the noise. I don't

know that anybody is dying of it.

IVANCIE — If you say there is a noise problem they are going to complain, that's true. What is the attitude of the tenants? Have you surveyed the tenants in those apartments, what they think of the noise situation?

DOTTERER — Yes, and I would say that there are a few who say it's okay, I mean, we want to put up with it.

IVANCIE — You might get a few more, then.

DOTTERER — There are a large number who say it is much too noisy and right now the comment I have been getting is, "When are you going to relocate us? Can I stay here long enough to get my benefits or am I going to go nuts before then."

SCHWAB — We have to relocate these now, and then we are going to have to keep relocating, Frank. As I recall this when we were talking about it a couple of years ago, I thought your position was that we should get those out of there.

IVANCIE — I agree with you. I did say that. Yeah.

SCHWAB — I think you were right, because otherwise we are going to keep paying to relocate and relocate and relocate.

GOLDSCHMIDT — Our first strategy was to follow the course you have outlined, which was to take no housing out if we could help it and leave everybody there and see if we couldn't either indemnify them, that is work out an arrangement that would be lasting or immunize them againt the noise impact, and the hope, I think, was that by developing a second access on Greely that the volumes coming out of there, off the island going east, would really reduce enough to attenuate the noise there as well.

It didn't happen. I think it is fair to say that if we did nothing your point is that it would get slightly worse.

DOTTERER — Uh-huh. And in addition, we tried the nighttime truck route to get rid of the worst noise problem in the evening, and on that we were unsuccessful in Court, in pursuing that.

IVANCIE — I think the City Attorney's office should do some original thinking on this.

GOLDSCHMIDT — Should, or did?

IVANCIE — Should.

SCHWAB — I thought they interpreted the law.

IVANCIE — Well, when you hire an attorney, you know, you want to say "here's what I want to accomplish, Mr. Attorney, don't tell me about the law."

MC CREADY — That ranks with your "To hell with the Constitution" statement, Frank.

IVANCIE — You are taking me out of context.

be join with Washington and put another bridge over there and put a truck route over that. I've seen the truck route forced from Union Avenue down to Interstate, and now it is down on Going Street, and I have been here a long time and let's don't do like we did years back when we payed somebody to come out of Chicago and tell us to put one way streets in downtown and we had such a heck of a traffic problem just for the simple reason of telling us to put one way streets when we could ask any citizen. Thank you.

GOLDSCHMIDT — Thank you. Others present who wish to be heard? The gentleman over here. Could I, while we have a break, ask if Ruth E. Knapp is in the audience? All right. Are you here?

KNAPP — Yes.

GOLDSCHMIDT — This is your savings passbook. Somebody found it on the seat. Bob, can you just get that and hand it to her?

KNAPP — Thank you very much. My purse was open and it must have slid out.

CHURCH — My name is V.W. Church.

GOLDSCHMIDT — What is your name?

CHURCH — V.W. Church.

GOLDSCHMIDT — Thank you.

CHURCH — I live at 1541 N. Going Street, third house from Interstate, on the north side of the street going west.

First, a point of information for Comissioner Ivanson. I have talked to the owners of the apartment houses, and he says the average stay of any tenant that comes down there is only two months, so there is a complete change all the time.

N.4

MC CREADY — Oh, my goodness.

IVANCIE — My point is that the rent could be lowered and a lot of other things could be done.

CHURCH — It is cheap rent.

IVANCIE — Well, make it even cheaper, but that's...

CHURCH — Well, for me personally, I would like to live in a nice section...

MC CREADY — Excuse me, sir. I think if you would pull the mike down. There, I think that will be better. Thank you.

CHURCH — I would like to live in a safe place. In the first place, I can't go to work at eight o'clock. I can't get out of my driveway. Then if I do come, it's like chickens running for the henhouse with somebody following them. You make a wild dash to get into your driveway. Now you're in, face in, how to get out? So, with my panel truck, which is blind, I cross four lines of traffic blind every morning to get out. I'm for the move

But anyway, now the traffic going by throws stones in our yard; you're afraid to go out in your front yard. Sometimes cars get out of control and two of them have gone through our front yard, so our front yard is not a good place to be.

I would like to live in a quiet place. If somebody comes to our house we can't hear the doorbell. We have a little dog that just goes wild. That is the only way we know. Therefore, you go to the front door and look at them. They could be friends, you invite them in so you can hear what they talk, what they have to say. If they're not friends you take them around in back, of course, because you can't find out what they say until you get them away from the traffic stream.

We have double doors, double windows, curtain over it and still inside of our house on the last report it was measured at 59 decibels, inside of our house. Anyway, so I would very much like to move. I think it will save the rest of the neighborhood by cutting out the noise. If our houses are gone, the next row of houses get them, so there should be something to stop the noise. I think this will do the most benefit for the neighborhood of anything, really, and I am for it.

Let's see. I think that's all. Thank you very much.

GOLDSCHMIDT — Questions? Thank you.

Yes, ma'am. The lady back there. No, I'm sorry, right behind you. Do you want to be heard?

TUTTLE — It has not been established...

GOLDSCHMIDT — You have got to come up here. We have got to have you on the tape. Want to give us your name?

TUTTLE — I'm Carol Tuttle, from 1550 Blandena. I have a question. It is not clear to me whether this current plan involves leaving Going Street the same width? There's no plan to widen it?

DOTTERER — Yes. There is no plan to widen it. Increased access capacity for Swan Island is provided by improvements on Greeley Avenue, and a new access to the freeway and Greeley - I-5.

N.5

TUTTLE — Okay. My other question is, it is our understanding that the noise barrier that would be constructed is on an earth bunker. The total height from the street level is twelve feet. Is that correct?

DOTTERER — Yes. It is 12 feet, approximately, and as you remove farther westward it gets lower.

TUTTLE — The property that is ours is in the first block west of Interstate. It is the house on the corner.

DOTTERER — There?

TUTTLE — Yeah.

DOTTERER — Okay. It would be approximately 12 feet high behind you.

TUTTLE — Okay. Well, what I would like to say is thatthe house that is protecting us from the majority of the Going Street noise now is 26 feet high, and we still have a substantial amount of noise in our upstairs without double glazing and this proposal is offering us a 12-foot high barrier and no additional noise insulation.

GOLDSCHMIDT — Wait a minute, though. You have got interstices. You have got gaps between all those houses now which will no longer be there. Did we do readings back where she is? Can you tell us what those said?

Why don't you just hang on a second. We did some noise tests. Bob, can we trade you seats? Maybe we can have the gentleman sit there.

HOGAN — I am Michael Hogan, from EarthMetrics, Inc. As the Mayor indicated, the substantial gaps between the houses now make the height of the existing houses that are blocking you an academic matter. The fact is that right now there is substantial noise at your property, and this is exactly because of the gaps among the houses.

TUTTLE — Including, probably, Colonial Street.

HOGAN — Yes, including that. And so with the barrier that is proposed, while it might not reduce the noise at upper stories to the level that everyone would like, the noise level reduction at the lower levels should be significant.

GOLDSCHMIDT — What will happen at the upper level? Will it go up?

HOGAN — No, it will not go up. It will be reduced, but it will not be reduced by the magnitude of the lower level. Just as an example, the upper level might be reduced at that location by three or four decibels, while the lower level might be reduced by on the order of ten decibels. Ten decibels is a very substantial amount.

GOLDSCHMIDT — What is that as a percentage? Translate that. Tell us what the reduction would be as a percentage of noise.

HOGAN — To give you an idea in terms of noise energy, one considers a three decibel change as a doubling of the sound energy, so that a three decibel change which you might perceive at the upper story would be a change in a factor of two, or a hundred percent, whereas a ten decible change would be more like a factor of ten.

TUTTLE — So all you are assuring us is of a reduction.

HOGAN — Yes.

GOLDSCHMIDT — A quantum reduction at the lower level and a fairly sizeable reduction at the upper level, but not as much.

HOGAN — Yes.

TUTTLE — I am not aware of the measurement for our property right now, which I could get from you later.

My other question is that in the proposal that was sent to us before, that we would be responsible

for the maintenance of landscaping. I am interested in knowing...

GOLDSCHMIDT On the berm?

TUTTLE Yes. On the backside of the berm. We are one of those properties that would be so affected. I am curious to know how much property that involves and the extent of the maintenance.

GOLDSCHMIDT Steve?

DOTTERER In the case of your house, I believe there will be enough land left over that it's possible for us to create a new lot and put another house in there so that you may not be involved in any responsibility at all.

TUTTLE How could that be?

DOTTERER Because the...

GOLDSCHMIDT Take the mike with you, Steve. Pull it off.

DOTTERER Okay. In here - you are right here, is that correct?

TUTTLE Is that the corner of Blandena and Colonial? I can't see.

DOTTERER Yes.

TUTTLE Okay.

DOTTERER Our calculations of the width needed for the barrier leaves us with a parcel about fifty feet wide here that we could make about 100 feet.

TUTTLE Oh, I see. Facing on Colonial.

DOTTERER Facing on Colonial. We could put perhaps, say, take one of these existing houses and turn it around there and then you would not be responsible at all. If you were, there would be a substantial, you are right, increase in area of about fifty feet.

TUTTLE That's desirable to us, rather than new construction. Okay, so then Colonial would be made a dead end.

DOTTERER Yes. Colonial would not be open to Going Street any further.

TUTTLE Okay. My other question has to do with plans to improve the street where Blandena cuts through from Colonial to Concord.

DOTTERER Concord? Yeah. That's not included in the project.

TUTTLE Do you realize how limited the access is, then, in our neighborhood, given the traffic pattern?

DOTTERER Yes.

TUTTLE How can we affect the improvement of that street?

DOTTERER Probably through an L.I.D. procedure.

TUTTLE — I was curious to know. There is a house under construction on that corner now and I wondered if it was part of the agreement made when that permit was issued, that that street be improved.

DOTTERER — I know the house is being built but I have no idea about the agreement at all.

TUTTLE — It's the only access to that neighborhood now from three directions.

DOTTERER — That's right.

TUTTLE — Thank you.

HOGAN — The answer to your question about the measurement on your property, the present level is 68 to 69 decibels at the near property line.

TUTTLE — First floor?

HOGAN — First floor.

TUTTLE — Okay, thank you.

GOLDSCHMIDT — This gentleman here. Yes, sir.

ESPANOZA — My name is Sam Espanora, and my house is at 1712 N. Going, and I have some questions here. In 1969 or 1970, my foundation was damaged by the sewer, by the sanitary department. They pounded some dirt in there after they'd repaired it and they pounded my foundation, part of my foundation, right out.

I wanted to know if this would cause me to lose my house to being condemned, would I be compensated by the city, or what?

GOLDSCHMIDT — Steve, are you familiar with this?

N.6

DOTTERER — Yes, we have discussed this in the past. There was apparently some sewer work done on his property. There is a sewer easement across his parcel, and in doing the work there was some damage to the foundation of his house. This happened some years ago. I have talked with Mr. Niehuser, who is looking into it to see what's happening.

ESPANOZA — I tried to get ahold of him.

GOLDSCHMIDT — We need you to have a conversation with the sewer department. It is a matter unrelated to this project. If we did the work and if we, in fact, damaged your property there is a procedure by which you can file a claim against the city for damages. So, you need to talk to Mr. Neihuser and alternately, if you want some assistance, the Auditor's Office, which is right down the hallway here, would provide you with a form which would be a claim file in which you would state what happened, why it damaged your property, how much the damages were, and then the city claims committee which is chaired by - is it you, Connie? - would eventually hear it.

ESPANOZA — I've tried speaking to Mr. Niehuser, or whatever his name is, but he wasn't in town. He was out of town and his assistant spoke to me, a Mister...

GOLDSCHMIDT — Sonnenberg?

ESPANOZA — That sounds pretty much like it. I couldn't even pronounce it. Anyhow, and he said, he thought, he said that that far back that this would be expired.

MC CREADY — That was the only question that was going through my mind. They would probably ask you why you had not pursued this sooner, and I don't know, the attorney here could probably tell you about the statute of limitations. I don't know. Is that true, Bob?

HURTIG — Yes, there is an actual statute. I don't know how long ago this was, approximately.

ESPANOZA — Approximately 69, 70, but I had pretty rough luck at that time and I had family illnesses and I missed getting a job and all this and that and I had no time to be arguing with anybody because I had nine children to raise.

HURTIG — I think if you would make a claim or something we could get back to you about what we could do or couldn't do.

ESPANOZA — Well, that's about all I wanted to know.

HURTIG — If you would like, I'll take you down to the Auditor's office now and get you a form.

ESPANOZA — Yeah, I'll go. Are you going down now? Okay, let's go.

GOLDSCHMIDT — Thank you.

ESPANOZA — I thank you very kindly, too.

GOLDSCHMIDT — Yes, sir. The gentleman in the blue shirt.

MC CREADY — Excuse me, sir, I think you had better pull that mike up about a foot. There you go.

COLEMAN — Now you can hear better?

MC CREADY — That's better, thank you.

COLEMAN — I'm William H. Coleman, and my wife and I, Eileen and I, own four of the apartment buildings in Going Canyon. We have owned them for a little over two years, and all I wanted to add my two cents' worth.

The noise levels...

MC CREADY — Just a second. I think you'd like to hear this, Frank, because it's about the apartments. He owns them.

N.7

COLEMAN — The noise levels have increased substantially in those apartments over this two years. There is no comparison in the living, in the feel there. The other thing that hasn't been mentioned, the vibration from the trucks going down the hill has come up so badly that some of the front apartments shake now from the trucks like there was an earthquake nearby.

Of 18 tenants, I think we have 16 that are looking forward to moving because the noise is too much for them, and tenancy is short for many of them because of the noise, and we have to rent lower

than competitive rates in order to keep the apartments full.

IVANCIE — Sir, I'm not arguing with you. I think I appreciate what your concern is and I agree with you. What do you charge for rent there now?

COLEMAN — A hundred and seventy-five for a nice, big, one bedroom apartment. The same apartment farther over in town rents for two and a quarter, two-fifty.

IVANCIE — Do you think a couple might come in there, a young couple starting out, as kind of transition housing would be happy to pay a hundred dollars a month and put up with the noise?

COLEMAN — That would be hard to answer. I would guess with you that possibly they would. But whether the apartment would be worth maintaining, by the City, by anybody, for that type of rent, I don't know.

SCHWAB — What do you figure it costs you a unit for your maintenance on the apartments? By the time you pay all the - do you pay the heat and all that stuff, on those apartments?

COLEMAN — No, they pay their own heat. They pay their own utilities.

SCHWAB — But your lawn maintenance and your painting and your depreciation and all the things, there's not that big a profit margin, is there?

COLEMAN — When we bought them they had been allowed to run down. I am a retired builder, and I bought them because they were in such condition that nobody would buy them and I spent over two years of steady work upgrading them, like new floors, wall to wall carpeting, refrigerators, almost total work over of the roofs, this type of thing, and I couldn't give you a proper figure on month-to-month costs because we've been spending all the money we could get our hands on to upgrade them.

IVANCIE — I was thinking of something of setting up a non-profit corporation and just making those apartments a gift to a corporation and it in turn, turns around and rents it at a very low cost, as long as we cover our expenses. I am going to ask the City Attorney for an opinion as to whether this is possible.

But, I agree with your current observation, but I am trying to approach it from another viewpoint as far as lower rent and people living in there on a transition basis.

COLEMAN — Well, I think you have something to consider there. I doubt if it would work out satisfactory. One thing I see, which is an aside from this project, if that canyon were cleared you could run a bike path down to the island and quite a few people ride that street on bicycles to work. You could have an awfully nice, very serviceable entrance for Swan Island there at relatively small cost.

IVANCIE — You are going to have that regardless. Aren't we going to have a bike path and a sidewalk there?

DOTTERER — We will, but it will be very narrow.

SCHWAB — The only thing I think we're not considering, Frank, is there is a maintenance cost in any building. You've got painting, and roof, and the gardening, and the taxes and all of those basic expenses and I don't think, even if they had it free, that a hundred dollars would pay them the basic maintenance of them.

COLEMAN — You have continually cracking plaster in the ones we have brick facings on .The brick facings are cracking and breaking loose, and I am busy replacing them.

SCHWAB — Don't you wish there was that kind of profit on an apartment unit?

COLEMAN — I'm sorry.

SCHWAB — I say, don't you wish there was that kind of a profit in renting out an apartment unit.

COLEMAN — Yes, I do.

SCHWAB — But there isn't that big a profit.

IVANCIE — Mildred, if they lasted five years that's going to help someone.

SCHWAB — If you could do them without any maintenance. If you didn't have to provide water and garbage.

COLEMAN — I really think the city would be biting off a problem.

SCHWAB — I think you're right.

MC CREADY — I tend to agree with you, sir.

At this time, Mayor Goldschmidt was excused from the Council Chamber and Commissioner Jordan, President of the Council, assumed the presiding chair.

SCHWAB — That's what I am saying. I agree with you that it looks good when you don't consider the expenses.

COLEMAN — It looks better on paper, sitting up here than it does sitting over there and listening to the noise.

SCHWAB — It looks good sitting here figuring out how you can do it.

COLEMAN — Thank you.

IVANCIE — Think positive.

JORDAN — Others who wish to be heard? Yes, ma'am.

EDWARDS — Good evening, Council, Mayor Goldschmidt, Mr. Ivancie and Mrs. Schwab. I am trying to hold up for the Going Street apartment where I live. I am a low rent renter in that apartment, however, I have been boasting to myself that I am one of themthat have never taken the kick back, the rent you get back off the low rent apartments. I have stayed there and I have paid what they charged me.

It is noisy along there, and it seems like that

N.8

terrace washes away and I am kind of wondering what you're going to do with Mrs. McCready's overpass. I named it the McCready Overpass. You going to tear that beautiful structure away?

MC CREADY — I think that's going to remain, is it not, Steve?

DOTTERER — Are you speaking about the pedestrian overcrossing?

MC CREADY — Yeah.

DOTTERER — The pedestrian overcrossing would remain.

EDWARDS — It will be there? But anyway, when that main broke on Interstate it looked like a huge river flowing down to Swan Island. A friend of mine called me at three o'clock and she said, look out of your window, and it was frightening just to see the water rushing away the terrace and the road, and even then cars were floating down the road. So, I don't know, I sleep on the other side, which the back of the apartment faces the highway and the noise don't bother me so much sleeping but now there is the motorcycle action along there, plus all the great big trucks backfiring. Why, it is enough to wake you up and you don't know why you woke up in the middle of the night.

Sometimes in the afternoon it just is unbearable to try to get along, even thoughout that apartment. I am in the first apartment. The gentleman spoke, his apartment is just below us and I am in the first one as you get on the right, as you come under the overpass from Interstate.

But anyway, I'm worried about the moving. I'm a poor woman. I don't want to move. I hate moving, and I just want to be protected and I don't want to be shoved into some place I won't like, and that's about all I have to say. I couldn't do anything about your city planning because I don't know what it all means. I don't know anything about city planning, and I thank you.

MC CREADY — Just a moment, ma'am. Steve, could you tell her something about how the relocation process works? I'm not all that clear on it myself. If this passes, does she find an apartment and then we move her or pay her, or what happens?

DOTTERER — Well, she will receive, if this project is adopted, she would receive a letter from the city saying that the city intended to buy the property and then she could on her own look for an apartment, or with the aide of a relocation person from the city staff, look for an apartment house.

MC CREADY — Okay. That's a good idea. How about getting her telephone number and calling her back and giving her the detailed information, so she'll know just exactly what would happen.

EDWARDS — Thank you.

CROELL — Yes, ma'am. Would you give us your name for the record?

EDWARDS — My name is Henryene Edwards. I'm in 1915 N. Going apartment. They call them plazas; 97217 is the zip.

MC CREADY — And ma'am, you give Steve Dotterer your telephone number and he'll call you.

EDWARDS — I'm glad you pronounced his name for me.

At this time, Mayor Goldschmidt entered the Council Chamber and took the presiding chair.

GOLDSCHMIDT — Others present who wish to be heard? The hand there? Yes, sir.

SOPKE — My name is Walter Sopke. I am interested in the property on 1627 N. Going Street. I sold this property three years ago to a couple, and now they have asked me to put it back on the market. They want to move out of the area on account of the noise and vibration in the home. They have asked me to sell it for them.

GOLDSCHMIDT — You sold this to them on a contract?

SOPKE — Yes. I sold it to them on a contract. I was wondering whether the city would be able to buy this property, or should we wait? Or get a prospective buyer and tell them what was going on and give them all the bad facts of it?

N.9

GOLDSCHMIDT — Mr. Dotterer? Do you understand what he...?

DOTTERER — Yes, we looked into the possibility of buying the house early and it is not possible to do that until we receive the grant, if we want to be reimbursed for it. We definitely can't do it until the environmental impact statement is approved.

MC CREADY — Which would be about, can you give him any kind of a time frame?

DOTTERER — Late October, but presumably it will take some time to set up the relocation program after that, so it's likely to be December or January before the city would be in a position to actually purchase the property.

SOPKE — This couple that is selling it, they are separating. They have a deal over their property, they're each going their own way, so there wouldn't be no relocation there at all.

GOLDSCHMIDT — But whoever buys the home, are you taking it back?

SOPKE — No, I'm not taking it back.

GOLDSCHMIDT — They're selling it to someone else.

SOPKE — Yes.

GOLDSCHMIDT — Whoever buys the home, if they buy it to rent it then by the first of January we hope to be able to buy the house and we'll then put a renter to deal with. If the people buy it to live in themselves, then by the first of January we would hope to be able to buy the home from them.

The question, I think, that you asked is what

should the people who are selling it say to anybody who's coming in, and the answer is that would be compensated for their home at it's fair market value. Probably sometime close to the first of the year would be the earliest.

DOTIERER — That's correct.

SOFKE — He has had a few appraisals made on the place already. Thank you.

GOLDSCHMIDT — Thank you. Others present who wish to be heard? Yes. The gentleman in the red coat, back there.

BINFORD — I'm David Binford, and I live at 1235 N. Going. I own the apartments that are starred up there. Steve is pretty familiar with them.

Ivancie's point here, as far as the rent, etc., I think, is well concerned, as far as I'm concerned, as far as my apartments are concerned, within that area. I think that within that area there we do not get the noise that they do on the hill; that the possibility, I've had two construction companies, J & J Construction Company, which I understand does business with the city, and Neil Kelly come out and go over the soundproofing and the cost of the soundproofing, which are minimal and which to me, even though it may not totally solve the problem, will make a very highly environmental situation.

N.10

I think that the cheap rent also is something to be considered.

IVANCIE — What are you charging now a month for rent?

BINFORD — Well, I am now charging $175.00 a month, but when I first bought it two years ago I was charging $135. I have been able to raise my rents $40 per month within that period of time, even though yes, the noise has gotten worse. But I think that if you keep a clean place, that some - I do have a very high turnover, but because the rent is low I still manage to, I have never had a vacancy, period, in two years.

SCHWAB — How many square feet do you have in your apartments?

BINFORD — Each apartment has 595 square feet.

SCHWAB — How much?

BINFORD — Five hundred and ninety-five square feet.

SCHWAB — 595, 175, does that include heat or do they pay their own heat.

BINFORD — They pay their own heat, all utilities. I mean, they pay their own electric. I pay water, sewer.

SCHWAB — Cold water and garbage.

BINFORD — One of the areas that I spoke to Steve, as far as the apartments going down on the hill, you're right up against the hill. It is difficult. I have a back yard where entrances can be made, where it can be totally blocked off in front in a fairly easy process, and that's why I was fighting so hard with Steve.

SCHWAB — You mean you want to keep the apartments, with the noise problem?

BINFORD — That's correct, as long as the city was willing to do the soundproofing that it says or according to J & J to make the environment liveable.

SCHWAB — Are those the ones you intend to keep there with the soundproofing?

DOTTERER — Those are the two with the black, those are the ones we are going to try.

SCHWAB — Those are the ones that intend to.

DOTTERER — Yes. There are some building code problems that we have to face. That's why we're not saying definitely that we will.

IVANCIE — I was curious. Your situation is much better than the one below, but my theory is, let's say we turned over those lower units to you and said okay, we want you to operate those apartments for us, or set up a non-profit corporation, what do you think - guessing, now - that you could rent those apartments for and still make out as far as...

GOLDSCHMIDT — What would he pay us for them?

IVANCIE — No, we'll give them to him.

GOLDSCHMIDT — No, no, wait. We're going to pay for them. The Federal government is not going to be too hot for that. Maybe only a dollar, but I am curious as to what you think they're worth.

BINFORD — Okay. Well, let me put it more in the terms of rent. The gentleman - those apartments down, as far as I am concerned, on the bottom of the hill are sometimes nicer than my apartments. Those are solid brick apartments. We do have a terrible vibration but that, you know, the vibration is much more of a problem basically than even the noise. But that, from what I understand, can be helped by the road itself. You can sit in the bathtub and bounce that high off the dang floor, I mean, when a truck goes by. I mean, it's really gross. I even had roofs fall down, but that's a vibration problem.

GOLDSCHMIDT — Do I hear an offer?

BINFORD — Pardon?

GOLDSCHMIDT — Do I hear an offer?

BINFORD — Yes, as far as rent is concerned.

GOLDSCHMIDT — You want to buy our building there?

BINFORD — Those apartments could rent for $150 a month. I would buy them if you gave me a price, yes.

GOLDSCHMIDT — Your feeling is - and this is following Commissioner Ivancie's point - that if the noise insulation is done on the building, which you would have to do, which would leave about one half the units, you would pay for those half of the units, believing you could rent them for 150 or 175

a month.

BINFORD — Absolutely.

GOLDSCHMIDT — Okay. I think it is important to remember that if the housing stays we are going to have half the units we now have. Right, Steve?

DOTTERER — That's right.

GOLDSDCHMIDT — Because in order to attenuate the building according to the federal standards, you wouldn't be left with the same number of units.

BINFORD — Do we lose half the units?

DOTTERER — Down below we lose a lot more. You've got a situation where, because you can put a lot of skylights in. In these lower units we can't do that as well, so we are losing a lot more units.

SCHWAB — What do you figure those units are worth apiece, if they were to be sold back with that noise problem?

BINFORD — Well, I've had Stan Wiley out, I've had Mayfair Realty, I've had them all out. I have Stan Wiley, I've had assigned listing with Stan Wiley.

SCHWAB — No, I'm not talking about you selling; I'm talking about you buying them back. If you rent them for 150 a unit, what do you figure a unit's worth?

BINFORD — Per unit?

SCHWAB — If you were going to buy them back. Yeah, per unit.

BINFORD — To buy them back? A minimum of $10,000 apiece, I would say. If it is a good one bedroom apartment or larger. In other words, not a studio or something. It would have to be a large, one bedroom apartment with the same facilities.

SCHWAB — And then you would rent it for $150?

BINFORD — You could rent them for $150 and make money on it, yes.

GOLDSDCHMIDT — Thank you. Others present who have not yet been heard who wish to be heard? The gentleman behind you. I am sorry. He has not yet been heard.

BAKER — I'm Lloyd Baker, and I live at 4603 N. Montana. This is something I wanted to bring up, talking about these apartments at the bottom of the hill.

N.11 — I was born and raised in that neighborhood. Fifty years ago that Going Canyon was the city garbage dump. I just wonder much is that vibration and how good a foundation you are going to be able to put in there, you know, to stop all that shaking around. Thank you.

GOLDSCHMIDT — Thank you. Yes, sir.

ESPANOZA — I'm Espanoza, again. I forgot to mention something. I am in favor of selling the property on account of the same thing, vibration and noise and gas smoke.

N.12

GOLDSCHMIDT — Thank you. Was there a hand there, or just stretching?

ROBINSON — I'm Mrs. Earl Robinson. My husband and I own those 16 units across from the fire station. He has been doing all the talking, and I haven't been able to attend the meetings and he has, and I am sure he hasn't told me all that's going on.

MC CREADY — A standard wives' complaint.

ROBINSON — And I promised him today that I wouldn't get up and talk, and I never thought about getting up and talking but there has been several things mentioned and since I arrived not too many people have talked.

I wonder, Mr. Dotterer, at the last meeting at Beech School, what are they going to do with those four units of ours along Going? My husband said that the windows would be nailed and the noise kept out by shutting out all the noise from coming in. Does that mean, is that going to be in the third unit? Now, there's four units, four apartments.

DOTTERER — Are you speaking of the buildings?

ROBINSON — Yes.

DOTTERER — For your property, we are proposing to remove the four apartment houses, the four apartment units, the single building that is right on Going Street, and leave the others alone, and build a barrier, the wall, where the...

ROBINSON — How much space will there be from the windows to the barrier?

DOTTERER — More than there is between the two rows of apartment houses today.

ROBINSON — More space than that?

DOTTERER — Yes, okay.

ROBINSON — Now when you take those, what are we going to get? What we ask, or what you want to give us.

SCHWAB — Fair market value.

DOTTERER — You'll receive fair market value.

ROBINSON — Fair market?

GOLDSCHMIDT — We have to pay you what it is what it is that an appraiser says you would get if you sold it.

ROBINSON — Is it going to be our appraiser, or yours?

GOLDSCHMIDT — Well, actually, I think if there is a disagreement we end with both having an appraiser. If we have to get a third one to settle it, we will, but we will try to make sure that we don't use or pay more money on appraisers than we have to.

DOTTERER — In the end it is possible to end up in court, and the court listens to the two appraisers and makes a decision.

GOLDSCHMIDT — The City Council can't decide this adversely to you and be the final say in the matter. You're entitled to have an independent judge to make a decision.

ROBINSON — Several people have inquired about buying, and since this project started everything's died out completely, and we are really very ill at ease because we have owned the property for twenty-two years and our rents are low considering what others are getting in the neighborhood. But when the property was fixed before, those trees, the arbor vitaes were put out in the front, we had a garage there to rent and we had to give that up completely because we just knew there would be too many wrecks with someone trying to back our from that garage.

My husband insists it's vibration. Now we really don't have too much complaint. Of course, most of the people in the front apartments are young people, and I guess they are satisfied enough with our rents that they don't do too much complaining. I don't have any problem keeping them rented, but our worry is what we are going to get out of that property because we are retiring, and right now it is a big, big problem to sell. But we've been told that in all probability we wouldn't get what we wanted; we would have to take what was given us. Is that going to be true, Mr. Mayor?

GOLDSCHMIDT — The law is very strong on this point, both the federal law and the state law, that relocation or dislocation payments, you are to be paid fair market value. We can't offer you what we think we can afford. We have to pay you what the law says it is worth.

One other thing, you are on the east side of Interstate, if I understand it correctly.

ROBINSON — I am right behind the Shell filling station.

GOLDSCHMIDT — And obviously you probably don't get quite the same impact at your property with the trucks coming up the grade to Interstate and going as the others. But that isn't really, as I understand it, a very important issue when we take the property. How badly you are affected by the noise, or the vibration, is a lesser consideration.

ROBINSON — It's not the noise; it's the vibration.

GOLDSCHMIDT — We are just taking away the property and it is income producing and you have to be paid fair market value.

ROBINSON — What disturbed me today was hearing the lady talk about Blandena. Now our apartments are bound on the north by Blandena, and on the east by Maryland. What are they going to do? Is that going to affect the north side, Mr. Dotterer?

DOTTERER — I don't understand. Blandena would not be affected by this project at all.

ROBINSON — Well, the lady that just spoke said she lived on Blandena.

GOLDSCHMIDT — She wanted to know if taking out a house between her house and Going was going to get her more noise, and the answer from the consultant on the noise project was that putting in the barrier would help her, that far away. Otherwise, we don't intend to do anything to her property. Is that correct?

DOTTERER — That's correct. In your case it is the same. We are not intending to do anything to the other three buildings, only to purchase the one building.

ROBINSON — Well, how does this Alternative D, how does that come in? My husband has been holding firm for that.

DOTTERER — Alternative D was a proposal to put a special kind of asphalt pavement on the street, which is somewhat quieter, and also to have increased police enforcement and education programs. It provided somewhere in the range of a two to three decibel noise reduction, as compared with ten decibels with the alternatives that we are recommending. It is much less effective.

In addition, it also means that we have increased police costs and increased street paving costs on an annual basis, year after year after year; whereas the proposal that is before you today is a sort of a one-shot operation. You build a wall and that's it.

ROBINSON — Well, it is definitely understood, then, that we will lose the first four units. That's definitely understood?

DOTTERER — If the Council adopts the alternative that we are recommending, yes.

ROBINSON — Well, of course he has been very, very opposed to losing out on that, but I had just had to say something.

GOLDSCHMIDT — Thank you. Yes, ma'am. Your second time up here is a buck and a quarter.

TUTTLE — I would like to make a pitch to be included in the non-profit corporation that gets a crack at operating those apartments.

I would like to offer a suggestion that at least three of the lots, and perhaps more of the lots on Skidmore that the city might take over, be considered for a community garden site.

GOLDSCHMIDT — Thank you.

N.14

DOTTERER — I'm sorry, which lots are you speaking of?

TUTTLE — The lots on Going Court between Colonial and...

GOLDSCHMIDT — The non-buildable lots?

TUTTLE — These are the non-buildable lots. They're the narrowest ones on Going Court between Colonial and the over pass.

GOLDSCHMIDT — That's a possibility.

TUTTLE — I would like for you to consider that. Thank you.

MACKEY — I've been in the north end here for thirty years. I just come out of the island two years ago. I put in twenty years down on that island, just got of there. I got mucked off of the freeway in '57. You know, people sell you a home, they don't say anything about a freeway going through, but 14 months after I got in there, there was the surveyors out there deciding on a double deck for Interstate, Minnesota or Denver. Well, it ended up on Minnesota, so I put in, fixed my garage all up and put in a cyclone fence and the neighbor comes around and asks me, "what are you building that for, the state?" So they came through there and in '61 I was mucked out.

N.15

Now, the high appraisals were on that end of the freeway and that end of the freeway, and when they got to me I was in the middle, 1121 North Sumner Street. I had to take whatever they offered. So you might as well face it. It is a foregone conclusion those places are going to go out of there. I'm just wondering how soon, that's all. But they have sold every cotton-pickin' foot of land on that island there. They are jamming all the industry in there, and you've only got that one way to go. So you might as well face it; you're going to have it. It is going to be a freeway and a speedway.

GOLDSCHMIDT — Thank you. Further discussion by the Council? Commissioner Ivancie.

IVANCIE — I would just like to ask kind of a technical question. Will the surfacing of Going be improved if this project goes through? So you have less vibration, so to speak?

DOTTERER — The repaving of the street is not included in the project.

IVANCIE — Then the street is in superior condition now?

DOTTERER — In what?

IVANCIE — Superior condition.

N.16

DOTTERER — No, I would not say so.

GOLDSCHMIDT — The option would be available to us to put the kind of surfacing down you are talking about when it is resurfaced?

DOTTERER — Yes. The difficulty with that payment, however, I have talked to some contractors and they say it doesn't last very long. It has a shorter life than ordinamary asphalt so it kind of locks you into a higher maintenance cost.

IVANCIE — That might be worth it, though.

DOTTERER — The noise reduction it provides is only one or two decibels.

IVANCIE — What about vibration reduction?

DOTTERER — Basically none.

GOLDSCHMIDT — I think we ought to go back to what we are trying to accomplish. We want trucks during sleeping hours that would go south, and that's all of the traffic, to use the other exit. We

have every right, as I understand it, to post that so the trucks can't come up that grade and then take a turn south on Interstate 5. Is that accurate? We have the authority to tell the trucks they cannot come up that grade and go south?

DOTTERER I don't know anything about that.

GOLDSCHMIDT We can go to the state and we can just post it for no trucks, and that's the vibration problem. We've got those trucks that are pounding up that grade all the time. And Frank, that's the point that even if we do that in the evening, what's the answer for people before that for noise, and the answer is I think that this berm is the best hope we've got to cut the noise down.

The paving would probably provide us, you are saying, one to two additional decibels but the city would be out there annually about every year having to repave it at, I suspect, a rather high expense and very little result.

DOTTERER The other thing about that, the basic problem with the street and the jostling is that the subbase is not very good, and the cost of going down and replacing the subbase is enormous because part of it is a dump, as was just mentioned. It's just going to be that the base that this asphalt is sitting on is no good.

GOLDSCHMIDT Is Going Street our road, or the state's?

DOTTERER Ours.

MC CREADY How far up does it become state?

DOTTERER It's ours from end to end.

GOLDSCHMIDT From the end back to that exit on the freeway.

MC CREADY Aren't we the lucky ones.

GOLDSCHMIDT Further discussion? Call the roll on the report.

The roll being called on adoption of the resolution resulted in Yeas, Commissioners Ivancie, Jordan, McCready, Schwab and Mayor Goldschmidt, 5; whereupon the resolution was adopted.

GOLDSCHMIDT Anything further?

CROELL We have Item 1646, Your Honor.

1646 An Ordinance, entitled an Ordinance adjusting the salary rate for the position of Police Chaplain within the Bureau of Police, Personnel Division, amending the compensation plan, establishing a criterion for future salary adjustments, and declaring an emergency," was introduced by Commissioner Jordan.

GOLDSCHMIDT We are going to file that and give it no further consideration. We will take that up during non-represented salary discussions.

CROELL Thank you.

May 23, 1979

AT 3:12 P.M., BY UNANIMOUS CONSENT, COUNCIL ADJOURNED.

Auditor of the City of Portland

Norma Lou Moulton
Council Reporter

O. Binford, David L.

April 24, 1979

RECEIVED
APR 26 1979

Mayor Niel Goldschmidt
Room 303 City Hall
1220 S.W. 5th
Portland, Oregon 97204

Dear Mayor Goldschmidt:

I am writing in reference to the "Going Street Noise Mitigation Project". As you are probably aware the planning commission has adopted four alternatives to present to the City Council on May 10th 1979.

One of the alternatives #C seemed to be an inteligent alternative to eliminating a total of 65 dwellings in order to build a wall on the side of a Canyon.

It is true the noise level is extremely high and in some cases it would not be practical to do anything but eliminate or move some of the dwellings. However in places where soundproofing can be accomplished with a high level of efficiency, it would only seem logical to try and save as much housing as possible. Not only is the cost less than 1/3 that of destroying the property, but also accomplishes what is required "A Noise Level That Can Be Lived With".

I have worked extensively with J & J Construction Co., and some very innovative and unexpensive ideas have come about. A person from J & J Construction and I went to the informal meeting at Beach School to see Mr. Steve Doterrer. I had total figures and appraisals for him to review. To say the least he was cold and uninterested in our ideas, and while there he seemed only to promote the idea of a cement wall.

I have for over 1 year asked Mr. Doterrer how he intented to complete the project on the alloted budget. He finally admitted he was under some what. Please glance at the figures for my place alone.

Stan Wiley, Mayfair Realty, Oregon Realy Appraisal	$125,000.00
Moving & possible total extras for myself	15,000.00
Moving & possible total extras for my tennants	16,000.00
Sub Total	$156,000.00
Cost of eliminating apt. & Building wall	?
Grand Total	?

O. Continued

My unit is one of the smaler units in the area to be eliminated. Even without the tear down and building the wall cost, this would mean $31,200.00 per unit. This times the 65 dwellings to be eliminated would be $2,125,800.00.

Cost for soundproofing:

Total Cost to effectively soundproof Apt. by J & J Construction Co.	$33,000.00
Loss of an Apt. & Approx. compensation	25,000.00
Grand Total	$58,000.00

This brings the total cost per unit to $8,250.00 or $536,250.00, plus the loss of 13 units @ $25,000.00 making a total cost of $861.250.00 for a large portion of the project. The remainder to applied against the units that would have to be eliminated, and the minor soundproofing area. This could also leave funds for repaving Going with materials which cause less tire noise and reduce mechanical jostling as outlined in Alternative D.

I hope this letter reaches you and appreciate your time in reading it.

Sincerely A Concerned Citizen,

David L. Binford
1235 N. Going St.
Portland, Oregon 97217

P. Brotherton, Donna M.

5/20/19

Mr. Steve Dotterer
Bureau of Planning

In reference to the Ebing Street Noise Mitigation Project, my home is located at 2305 N. Spidmore Ct, three houses from the dead end of Spidmore Ct, and the noise out the front door sidewalk is being switched in the yard crashing together and night which is what should each morning and afternoon our the back door by decreshendo of an echoing.

P. Continued

noar of traffic from Going Street.

During daytime hours noise levels must be raised in order to hear.

The noise barrier between this property and Going St. quite possibly would help reduce morning and afternoon levels of noise which reach the point of extreme aggravation, especially with windows open.

Your concern of sound proofing of homes, noise deadening paving and the noise barrier are of great concern to myself and the other homes near the ends of the street

3.

The Hoag St. gully echos to the north and the train switching yard to the west are very noticeable.

Thank you for your courtesy.

Donna M. Bridges
2205 N. SKIDMORE CT
PORTLAND 97217

Q. "Concerned Neighbor"

RECEIVED
APR 2 1979
MAYOR'S OFFICE

Lucky FYI
Planning ? Address?

Dear Sir

In regards to Going Street construction the tax payers would be saved thousand of dollars if you leave the senior citizens remain on their homes on this street. Walls on both sides would create a valley of smog and more pollution. The noise on this area on Overlook Area will return back where it was before. Another route of transportation. I'm afraid the noise on Portland plane, trucks and motorcycles will always be a problem. So let us try and put up with it. Save Going Street from all the unnecessary construction.

Concerned Neighbor

R. Herman, Dorothy

RECEIVED
MAY 24 1979
CITY
AUDITOR

May 22, 1979

Dear Mr. Dotterer,

I cannot attend the City Council meeting on May 24 but would like to ask one question: Why hasn't more consideration been given to an alternate route for truck traffic on Going Street? Since Swan Island is still in the process of being developed, I feel the amount of traffic on Going Street is only 50% of what it will be in 10 years. I would like a study on a long-term solution, such as consideration of ramps being built from the Fremont and I-5 to the area of Greeley or Interstate & Mississippi. This would divert most of the traffic away from Going Street and our neighborhood. The area mentioned above is already an industrial area.

Thank you.

Dorothy Herman
2011 N. Skidmore Ct
Portland, Oregon 97217

S. Hubinsky, Lillian

RECEIVED
MAY 8 1979
City of Portland
Bureau of Planning

May 6. 1979

To whom it may concern
Portland Bureau of Planning

Dear Sir,

I live in multi-area #4 and the alternate that I would prefer is multi-area #3.

I do not wish to move as I like my life. I am disabled and have very wonderful and helpful neighbors. I am also decided by the legal alternate for me. I enjoy getting out & the quiet of nighttime at times during the day to read my mail, pay bills. They need as they are still driving on the freeway. They

ground right through and
the mighty wind blew off.
It will pleasant evening
in ones front yard -
screaming. Lake made me
jump - Hunting a car
is heading towards me.
Your electrally sweeping
sand and rocks off your
sidewalk - which is
carried on into the house.
And sin pertain the
is a very serious health
hazard with all the exhaust
fumes also.
Yes! - Big business is
sharing everyone away
from their homes - not
only just from doing
street. And its taking
such a long time (years)
for them to decide what
to do.
The face house is

falling apart - and as
we do not wish my relations
to spend more money saving it
if they are going to tax
them down - everything
is so costly now days
I've learned upon
talking on the phone
it Steve Cattrell Co
very pleasant - helpful-
ing Oxmative person) we
will be given adequate
help in relocating.
Respect -

Sincerely,
Julian Mulrooney

1533 N. Lovejoy St.
Portland, Oregon 97217

T. Knapp, John and Ruth

April 25 1970

Portland Bureau of Planning
424 S W Main Street
Portland, Oregon
97201

APR 27 1970

City

Sirs:

We cannot be at the Beach School meeting April 25th for the Going Street ALTERNATIVES. This is to go on record as approving the Alternate B, believing it promises a permanent solution to the problem. The other alternatives will require new "alternatives" in a few years.

However should Alternative B be accomplished,, we fervently hope that the City will not neglect repair of the horrible condition of Going Court resulting from the excessive traffic from Swan Island which produced the burst watermain recently.

Yours very truly

John and Ruth Knapp

Mr & Mrs. John E. Knapp
4222 N Concord Avenue
Portland Oregon 97217

1. Which sub-area do you live in?

1 __ 2 __ 3 __ 4 X 5 __

2. Which alternative do you favor for your sub-area?

A __ B X C __ D __

3. Comments: We believe it promises a permanent solution. Others are temporary only

U. McCartney, Barbara

May 2,1979

From: Barbara McCartney
2133 N. Skidmore Ct.
Portland,Oregon,97217

RECEIVED
MAY 4 1979
City of Portland
Bureau of Planning

To: Steve Dotterrer
Bureau of Planning
424 S.W. Main St.
Portland,Oregon,97201

Re: Going Street Noise Mitigation Project

As a home owner on Skidmore Court, I am very concerned about the future of Going Street. I am also concerned about the Blessed Sacrament Convent on Going Street at Maryland Avenue. I am a member of Blessed Sacrament Church and I have children attending school at Pope John XXIII School. Four of the sisters living at the convent work at our school.

Because of the present noise levels, alternate A is unacceptable. Something has to be done to reduce the present noise levels and divert future noise.

Alternate D is just plain stupid! Aside from being of very little value in reducing noise, the ongoing costs of maintaining, repairing, and policing of the street would raise each year and continue to raise in the future. Also, can we be sure that the manpower to police the street would always be there? Or would this be an area that the city could use to 'cut costs' in the future? In any case, it seems to be a waste of police manpower.

Alternates B and C each have their disadvantages. Both plans call for the removal of the convent. The major sound-proofing in Plan C would leave the convent uninhabitable as a home for the sisters. The present noise level makes living anywhere on Going Street very difficult. The only solution for the sisters and others living on Going Street is to have the city buy their homes and for them to relocate. For the sake of our Parish and Pope John School, I hope that our sisters will be able to relocate in the immediate area of our Church and School in the kind of home that will be adequate for the needs of their life style.

U. Continued

Where my home is located on Skidmore Court, I cannot really believe that a 5 ft. wall will lower the noise level any appreciable difference. As for double-glazing the windows, you told me yourself that it would lower the noise level 5 dBA; if all the winows were closed. Not having air-conditioning, this would be immpossible in the summer months.

The 12 ft. wall on the north side of Going Street between Interstate and I-5 would pose a hazard, as pointed out by the Fire Department. Maryland Avenue is used as a fire lane and closing it off could hamper the Fire Department's efforts to reach the area directly north of the wall,an area that includes Pope John School. Maryland Avenue should not be blocked by this wall.

It seems,to me,that the solution is a combination of Alternate B and Alternate C. The homes and apartments on Going Street should be bought by the city and these people relocated.The noise barrier should be built in the sub-areas 4 and 5,keeping Maryland Avenue open as a fire lane; and minor sound-proofing done to all the homes affected in sub-areas 1,3,4,and 5. Rerouting the truck traffic going into and out of the Swan Island Industrial Area will be necessary.

Even this solution will not solve the noise problems of the Going Street Area residents. It is still my opinion, that anything short of another access to the Swan Island Industrial Area is only a 'bandaid' solution to a problem caused by poor planning in years past. Let's hope that future planning will take into account the residents of this area.

respectfully submitted,

V. Nelson, Charles I.

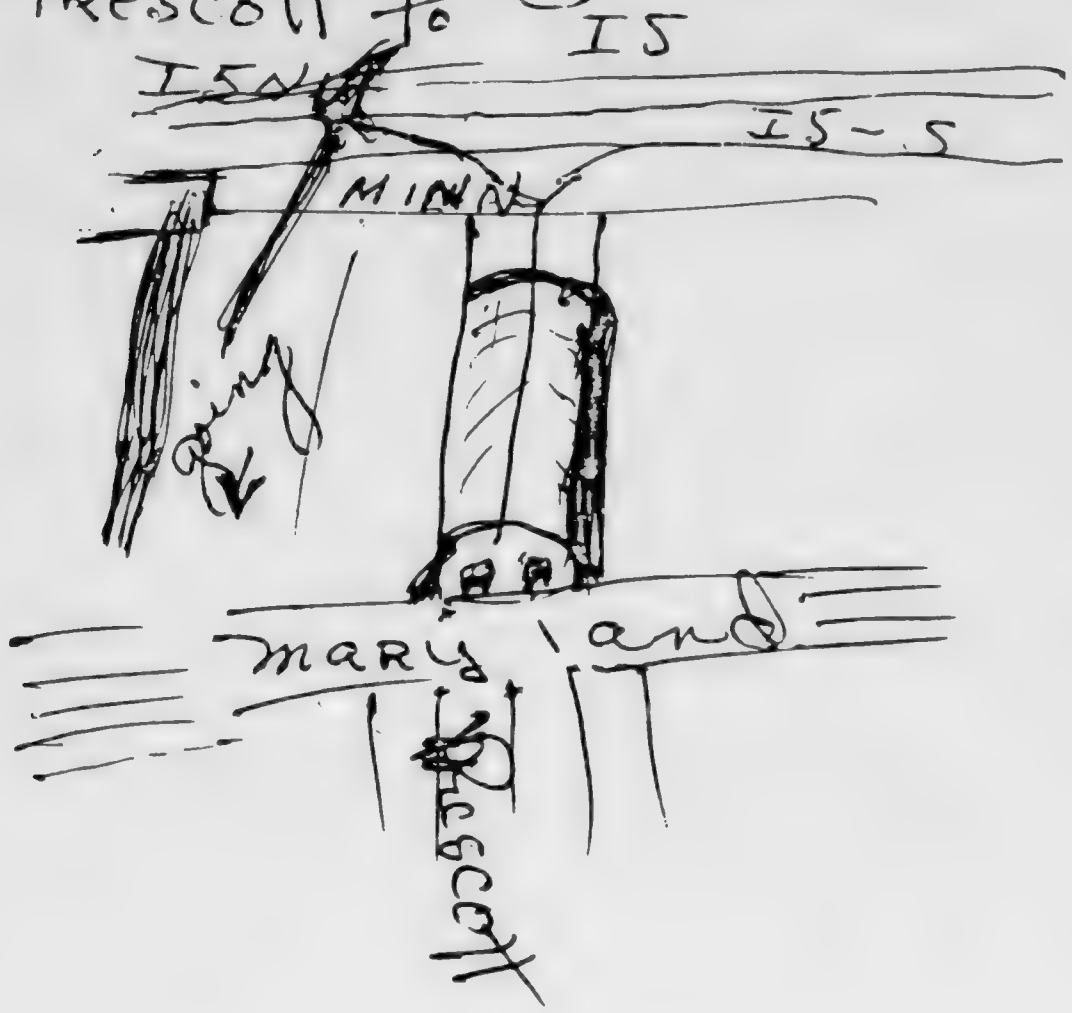
Circle — DIRT.
of
the overlooked at interstate Jog
Route exchange — No lights
Noise BARRIER against Wind —
safety factor —
no view distraction on
other side of circle
Good access for fire Dept
and Emergency
Decrease Noise and Polution
— Plan calls —

① For new exit for I5 - S
② One way TRAFFIC from
minn to INTERSTATE
③ closing off spur from
Alberta to going —
④ Enlarging INTERSTATE from
Alberta to going reducing
by island — strip
⑤ a SOUND BARRIER
wall on Traffic lane. FRONT
of CONVENT — FROM I5 RAMP

V. Continued

(6.) acquiring properties of
AT Maryland + Prescott E-bound freeway
- Shell-oil-area +
- VACANT area other side of INTERstate.

(7) COVERING TRAFFIC
Prescott to IS



(8) .Sound proofing windows
.fanting traffic
by double windows

This plan
means remodeling
inter-state.
reducing the
traffic in a compacted
area.
and opens the
way for the State
the, city, & county
to come up with
equality of rights
with alternate routes

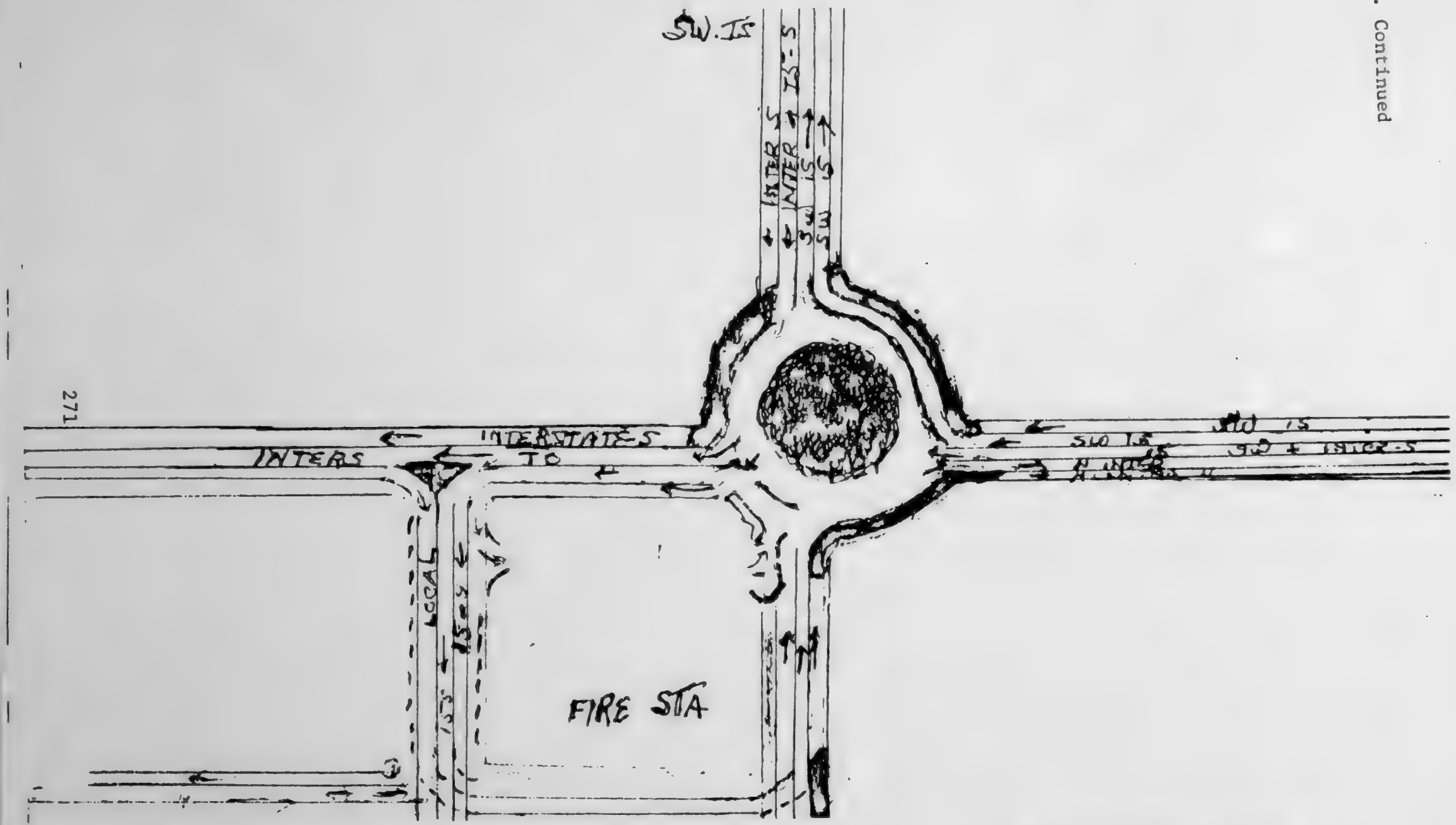
and would aid
500 families of tax payers
in Blessed Sac. Parish & Schools
who would have to
dig down further
into their pockets
to obtain a new
convent (nears) church
which at this writting
is no where near
the area .. —

To keep the convent
bldg would be like
keeping a dead horse
unless your expertaise
intelligence, brings
up a more suitable
solution.

V. Continued

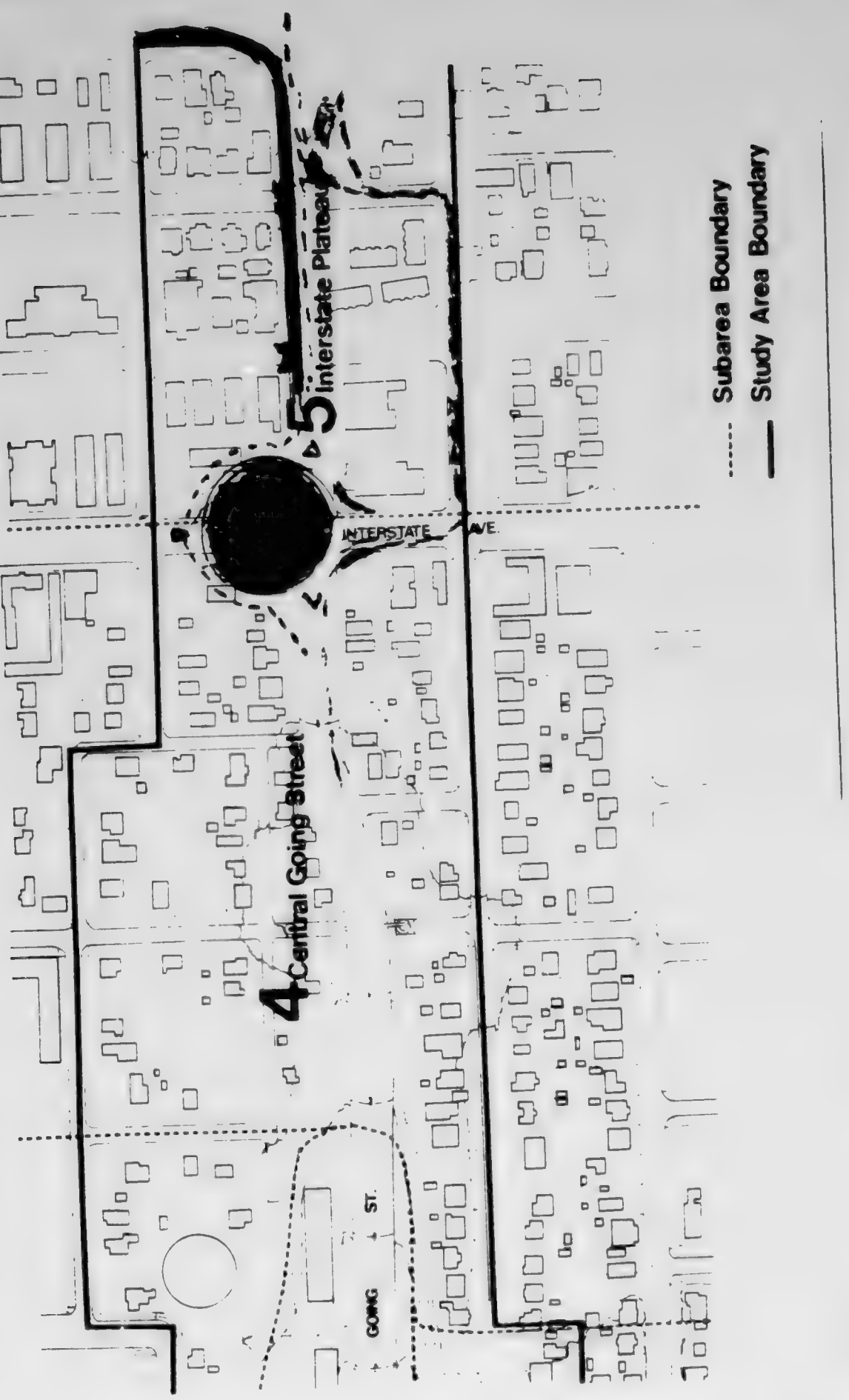
and
a constitutional
right of religious
whether

Charles A. Nelson
2156 N Wiggans
Fairland 17 Okla.



(Part of Charles Nelson letter)

V. Continued



(Part of Charles Nelson letter)

W. North Portland Citizens Committee

NORTH PORTLAND CITIZENS COMMITTEE

NPCC

7508 N Hereford
Portland, Oregon 97203
248-4524

MAY 1979

City
Bureau

April 26, 1979

TO: Steve Dotterrer

FROM: North Portland Citizens Committee

RE: Going Street Noise Mitigation Testimony

The attached would have been North Portland Citizens Committee verbal testimony.

Please include this in the Going Street Noise Mitigation Hearings as our testimony.

Thank you.

W. Continued

North Portland Citizens Committee

7508 N Hereford
Portland, Oregon 97203
248-4524

Chris Christianson
Board of Directors
North Portland Citizens Committee

April 18, 1979

Commissioner McCready

North Portland Citizens Committee has in the past supported the Overlook Neighborhood in their efforts to preserve the livability of their area and we wish tonight to reaffirm that commitment. The majority opinion expressed here tonight will be supported by the Membership of NPCC.

We are confident that the people of Overlook will pick the alternative that relates to their needs as a community and at the same time reduces the noise problem of their fellow residents along Going Street. The Membership of NPCC sympathizes with their fellow citizens along Going Street that have found themselves living in an unhealthy environment and a financial bind.

NPCC's Board of Directors has informed our representative on the Swan Island Task Force to vote according to the majority opinion expressed here tonight. Our representation on the Swan Island Task Force has been largely that of supportive to the Overlook representative and will continue in that light.

Thank you

X. : Robinson, Earl and Marie

RECEIVED

MAY 2 1979

City of Portland
Bureau of Planning

6451 NE 32nd Pl
Portland Ore
97211

Mr Steve Dotterrer
Portland Bureau of Planning
Planning -

May 1, 1979

Dear Sir, - I am against the exits at Maryland and Going St. and in favor of the alternative D the cause I think it will cure the need until they find another way out of the Island -

Now if the people want a different alternative west of Interstate why can't two alternatives be used to satisfy every one.

You can make no left turn off of Going on to Maryland and no left turn off

X. Continued

Maryland on to Going
Im much in favor
of Alternatives D.

Respectfully,
Earl Marie Robinson

Y. Robinson, Earl and Maude

RECEIVED
MAY 24 1979
City of Portland
Bureau of Planning

NE 32nd Pl.
Portland, Ore.
May 21, 1979

Bureau of Planning
424 SW Main St.
Portland Ore. 97211

Dear Sir,

We own the apt. at Maryland and Going across from the fire Station. We are in favor of Alternative B. We think it will serve the need until they find another way out of the Island. Now if the people want a different alternative West of Interstate. Why cant two alternatives be used to satisfy every one You can make no

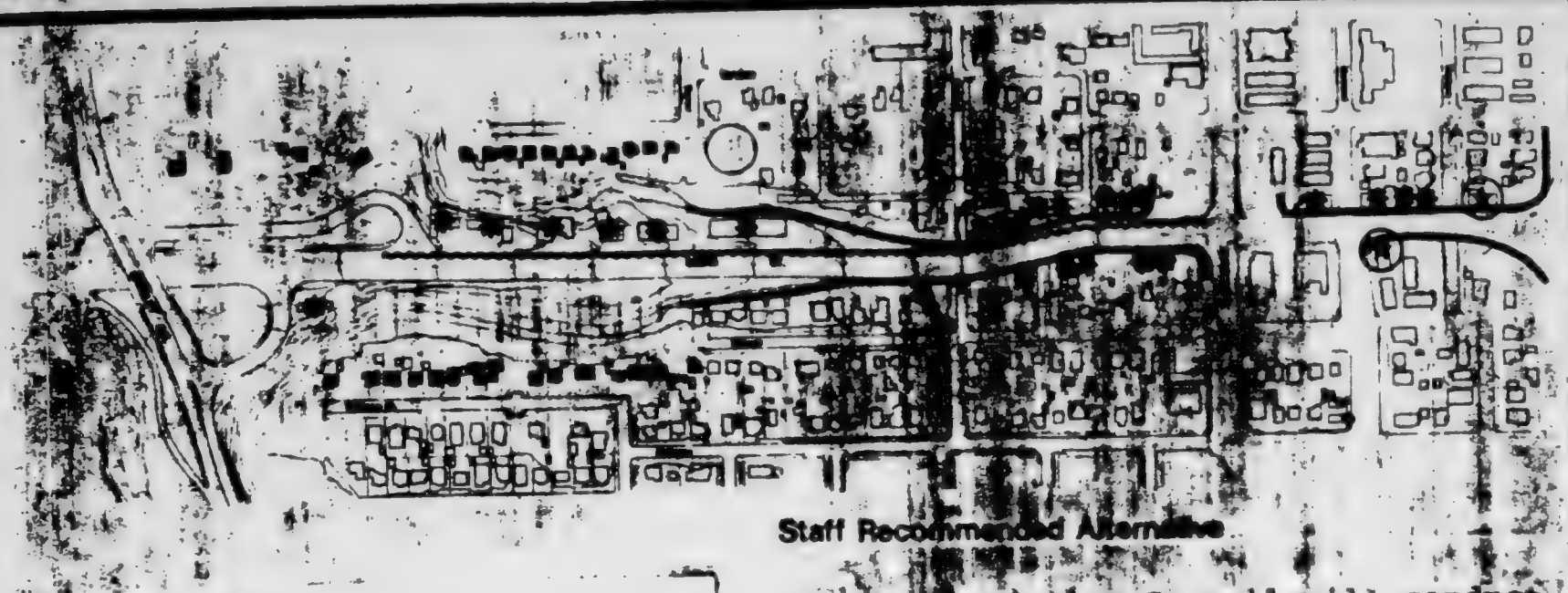
Y. Robinson, Earl and Marie

left of Young ave to Maryland
and no left turn off of
Maryland ave to Young
Dr. or we are much
in favor of alternative
D.

Respectfully
Earl and Marie Robinson

Rorvik, Rolf, C.J.C. J.

GOING STREET NOISE MITIGATION PROJECT



Staff Recommended Alternative

Noise barrie

Bikepath

Building as barrier

Structures to be removed

Structures to be

soundproofed (minor)

Rolf C. J. Rorvik
4600 N. Concord Avenue
Portland, Oregon 97217

My house is on the N.E.corner of Going street and Concord Ave,on the south end of the lot.The house could be moved to north end of the lot which goes to Going Court--plenty of room for that. To make a full lot about 50 feet could be taken from the lot adjoining on the east, and include the present garage to be moved on to the land added to my lot. I have a cement basement,but a good cement foundation with well insulated water pipes under house would be O.K. And a ultility room made out of the rear porch etc.

This would save considerable cost for city,I would believe.

Rolf C. J. Rorvik

The Portland City Council will conduct a public hearing on the Going Street Noise Mitigation Project after 2:00p.m. on Thursday, May 24 at City Hall, 1220 SW 5th Avenue. At the hearing the Council will accept public testimony and select a project alternative. If you cannot attend the Council session, you may send a letter stating your views, but it should be mailed by May 22.

At the hearing, staff will present a Staff Recommended Alternative, shown below. This alternative mixes features of alternatives B (the barrier) for the area along Going Street and C (sound proofing) for homes on Skidmore Ct. and Bloedel Street. Additionally, the alternative includes the curb cut-backs proposed with Alternative D. During the final engineering, integration of two apartment houses into the noise barrier (identified on the map) will be considered.

If you have any questions about the Staff Recommended Alternative, please call Steve Dotterrer, Bureau of Planning, at 248-4254.

PORTLAND BUREAU OF PLANNING

A.A. Smith, Cassie E.

Cassie E. Smith
5430 S. W. 208th [illegible]
Aloha, Oregon 97005

APR 27 1979

City [illegible]
Bureau of Planning

Bureau of Planning
424 S. W. Main
Portland, Oregon 97204

April 26, 1979

To Steve Dotterrer,

First off, I'm not a public speaker nor a letter writer so please bear with me.

We own 2300 to 2310 North Going Street. We bought this property two years ago as an investment, to fix up and trade into a bigger unit for our retirement. Our first adventure into this! Before buying, I called the Burear of Planning as I'd heard there was a problem on noise. I was told there was a moratorium to limit the amount of traffic and night traffic on Going Street. I was not told that "big interest" were taking this to court.

At the time we took over the apartments the noise wasn't to bad, last summer it was a little worse. This year it is awful! The exhaust and viberations are even worse. When they took the readings it was done in our area at slack traffic time. Being on the uphill side the trucks gear down right under the apartments. The windows can't be left open or we have "California Smog". Impatient drivers honk as the trucks slow the traffic on the hill.

We've been held in "limbo" as to improving our investment until these problems are resolved. There is no was we can turn this property as planned!

We know Swan Island should be developed, it would be a mistake not to. In our opinion, if the city had to sell a couple parcels of land to buy out the property owners along the traffic route it would be to Portlands advantage.

We have been fortunate in keeping our units rented, we keep them in good repair but the rents are as high as we can get them no matter what improvements we would make.

With the council meeting time being changed to May 24, 1979 we cannot attend as that week we are to be on a much needed vacation.

Thank you for taking the time to read this and enter it into your records.

BB., Snyder, Esther E.

April 17, 1979

Portland Bureau of Planning
424 S.W. Main Street
Portland, Oregon 97201

APR 20 1970
City of Portland
Bureau of Planning

Gentlemen:

The reason I prefer alternative A is because if you could go back a number of years when the builder wanted to build the apartments on Going Street there was opposition voiced. This includes the whole string of apartments along the North side of Going. Then there was a developer who wanted to develop the South side of Going too. That traffic along Going Street has always been heavy enough to cause noise problems. So let the Developers keep what they insisted on having. Anyone who moves into those apartments knows what to expect in the way of noise.

I have lived on Skidmore Court over 50 years. You should have heard the noise when Swan Island was an airport. Everyone thought sure they were going to lose their chimneys. Also the polution at one time from the train yards was a problem. When you hung out the clothes on the clothes line there would be soot on them. Windows had to be kept closed to remove the soot.

While I do have to live in this neighborhood for now, I would not want to see anyone else live there either. I am not in favor of the airplanes from flying overhead. They are noisy too as they have the right to land at the airport. Others have said it is just a part of the heart beat that makes it live.

Outside of removing any structures for the purpose of street widening to the edge of traffic flow I can't see any reason for the great expense of a sound barrier type of installation or a soundproofing project.

Thank you kindly for your attention to my voiced opposition to the noise. You have done your part.

What you really need is another access to the freeway besides Interstate. Also your viaduct really needs a load.

Sincerely,
Esther E. Snyder
[illegible] N. Skidmore Court
Portland, Oregon 97217
Phone: 288-7411

CC. Steffen, Thomas R.

RECEIVED
MAY 24 1979
City of Portland
Bureau of Planning

May 20, 1979

Dear Mr. Potterrer,

I am a resident of subarea #4. My house is not shaded-in by the proposed alternatives, however, I am directly affected by them nevertheless.

Your staff reccommended noise mitigation project is very comprehensive, but it doesn't go far enough. There seems to be no provision to safeguard those residents remaining from the crime that would evolve behind a 5 to 7 foot wall. Let's face it, all sorts of crime is encouraged when a neighborhood is cutoff from eyesight or accessability.

The foregoing brings up the question of police protection. The noise barrier would make it that much more difficult for the police to respond to a call, and the same goes for the fire department.

Additionally, the removeing of structures is a doubtful solution, especially in the case of the Blessed Sacrament Convent. Replacing the convent alone would cost us as taxpayers and parisioners a tremendous amount of revenue, much more than the trouble would be worth.

In conclusion, I cannot accept the staff reccommendation, for these and other reasons not mentioned. However, I will accept alternative "D", renovation of the street only, <u>without</u> removeing or sound-proofing structures or placement of a noise barrier.

My thanks to the committee for your time and trouble. I know it wasn't easy. Please send me a transcript of the meeting.

Sincerely,
Thomas R. Steffen
Thomas R. Steffen
4703 N. [illegible]
[illegible] 17

1982 Ridge Dr. NE-Pine St. Sec. 9491
of FAU 1525, Salem Parkway. (Gr,
Pav, Struc, Sign, Sig, Lndscp) #4

C&A 6595 - 3-27-79
7571 - 9-2-81
7534 - 9-23-81, 3-18-82, 9-11-85
7711 - 7-30-82

RR-1088 - 1-12-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

August 26, 1991

IN REPLY REFER TO
HRW-OR/I-305-5(2)260

RECEIVED
STATE HWY ENGR
AUG 27 '91
ASSIGNED TO
Green/Gilmour
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	JUST	FILE
					X	

Mr. William Anhorn
Deputy State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

cc: Bill Anhorn s r c
copies sent 8-29-91

Dear Mr. Anhorn:

I-305-5(2)260
Chemawa Road - Hickory Street
Terminated Interstate 305

A recent review of a job cost summary report on the subject project has disclosed a problem in regard to the proper crediting of proceeds from the sale of surplus properties.

Based on the review of the job cost summary report and limited confirmation with right-of-way file records, it appears that errors are involved with the crediting of proceeds from 22 of the 29 surplus property sales occurring since January 1988. It appears that proper project credits were not received for any of the sale proceeds received on the sales involving key file numbers 44442, 44565, 44566, 44570, 44587, 44617, 45806, 46336, 46367, 47068, 47116, 47197-A, 47197-B, 47323-B, 47588, 47684, and 46140. Also, project credits were not received for the amounts received as down payments on the sales involving key file numbers 44253, 44594, 44596, 44602, and 46926.

Considering the magnitude of the above noted problem we request that an internal review be undertaken to determine the scope and cause of the problem. Also, we request that a report be provided to this office by October 1, 1991 of your review findings along with the corrective actions undertaken and any procedural changes adopted to avoid future reoccurrence of the problem.

In addition to the foregoing, please take the steps necessary to immediately purify the past billings on the subject project including submittal of a post final voucher. Should you have any questions or wish to discuss any of the above, please contact us.

Sincerely yours,

Robert G. Clour

Robert G. Clour
Division Administrator

cc:
OSHD (Duane Christensen, Project Develop)
(Cam Gilmour, Program Section)
(Steve Green, R/W Section)
ODOT (Doug Goldbach, Controller)

HIGHWAY DIVISION
PROGRAM SECTION - 378-6563

INTEROFFICE MEMO

TO: Doug Luth
Property Manager
Right-of-Way Section

DATE: November 24, 1989

FROM: Don Aman
Fiscal Management Supervisor
Program Section

SUBJECT: Excess Right-of-Way
Salem Freeway
I-305-5(2)

I recently met with you to discuss the status of the excess right-of-way for the Salem Parkway (I-305) project. A summary of the current status is as follows:

1. Of the ten remaining parcels, five have been recommended and approved for retention. A fair market value should be established for these parcels. Once determined, a credit will be made to the project in this amount. (Files 47197, 44560, 44591, 45349, 46909)

2. Three parcels have been combined and are being prepared for sale. The sale should take place within the next two to three months. (Files 44620, 44621, 44740)

3. One parcel containing a fourplex is in the process of being sold. (File 44587)

4. One parcel has a pending offer subject to a zone change. (File 47465)

In the event any of the parcels currently available for sale don't sell, I would recommend the state reimburse FHWA for their market value. This would allow this project to be closed.

As the total Salem reserve amount is combined with Portland's and the remaining excess property should be cleared in the near future, I will hold off requesting release of the Salem funds until all the excess is cleared.

DA:pk

cc: Cam Gilmour
Linda Willnow
John Wichman-FHWA

Bill Anhorn

RECEIVED
STATE HWY ENGR
NOV 30 '89
ASSIGNED TO
FOR
INFO | INVES | REVIEW DRAFT | DIRECT REPLY | SIGN | ACT | FILE

STATE OF OREGON

INTEROFFICE MEMO

TO: Bill Anhorn
Deputy State Highway Engineer

DATE: June 29, 1989

FROM: for Bob Pool Ken Stoneman
Region 2 Engineer

SUBJECT: **EXCESS R/W**
SALEM FREEWAY (PARKWAY)
I-305-5(2)

We have reviewed the information regarding the excess property located near Cherry Avenue and Salem Parkway, and Verda Lane and Salem Parkway and concur with the recommendations included in Allen Snook's February 26, 1989 memo (copy attached).

It appears the prudent action to take is to sell the four-plex and retain the remaining properties. This would mean a payback to FHWA of $15,600.

BP:KS:bh

Attachment

cc: Doug Luth
Steve Green

0710b1

RECEIVED
STATE HWY ENGR
JUL 10 '89
ASST

#4:111

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

DATE: ~~April 10,~~ May 16, 1989

TO: Bill Anhorn
Deputy State Highway Engineer

FROM: ~~Cam Gilmour~~, Manager
Program Section

SUBJECT: Excess Right-of-Way
Salem Freeway
I-305-5(2)

An analysis was made of the unsold properties to determine if they should be disposed of, or retained for future right-of-way needs. The analysis recommends sale of the four-plex unit located at Cherry Avenue and Shangrila Avenue (File 44587) and retention of the remaining five parcels. The fair market value of all retained properties amounts to $15,600, which would be repaid to FHWA.

copy

I request your concurrence in the recommendation to sell the four-plex and retain the remaining properties with a payback to FHWA of $15,600.

Attached is a copy of the analysis for your review.

DA:bkw
Attach.
cc: Right of Way
Doug Luth
Bob Pool

APPROVED !!
William Anhorn
5/16/89

5-17
Orig. to Gilmour
cy Files
sl

RECEIVED
STATE HWY ENGR
APR 10 '89
ASSIGNED TO
FOR
BMD | BMEB | ROUTE DRAFT | DMBGT MGLY | BRDB | ACT | FLE

81-125-1307

STATE OF OREGON INTEROFFICE MEMO

March 6, 1989

TO: Cam Gilmour, Manager
Program Section

Attn.: Don Aman

FROM: Doug Luth, Supervisor
R/W Property Management Unit

RE: **ANALYSIS OF SELECTED PROPERTIES**
Salem Parkway
Marion County

Attached is an analysis of several properties of concern adjacent to the Salem Parkway. This analysis was initiated by Deputy State Engineer, William Anhorns letter to you dated December 28, 1988.

The attached analysis recommends the sale of the 4-plex unit(File #44587, Parcel #10) as being in the best economic interests of the Division. The remaining parcels (22A,23 & 24) are recommended for retention, for the varying reasons set forth.

Present estimated fair market values for the properties are:

Parcel	#10	44587	$82,000
"	#22A	47197	$500-$1,000
"	#23	44560	$ 1,000
Parcel	#24	44591	$10,000
	N/A	45349	$ 500
	N/A	46909 & 46925	$ 3,100

Please advise what the decision is regarding disposition of these properties.

Should you have questions, please call.

Attachments
cc: R/W Administration
Region 2 R/W

PROGRAM SECTION
MANAGER _____ OFFICE UNIT _____
FA UNIT _____ PROGRAM UNIT _____
MAR 07 1989
REFER TO _____
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

STATE OF OREGON

INTEROFFICE MEMO

Date: February 27, 1989

To: Doug Luth
Property Management Supervisor

From: Allen Snook
Right of Way Agent

Subject: ANALYSIS OF EXCESS PROPERTIES
Located near Cherry Avenue and Salem Parkway,
and Verda Lane and Salem Parkway

RECEIVED
STATE HWY ENGR
MAR - 1 '89
ASSIGNED TO
FOR

Per your request I have examined the following surplus properties:

Parcel 10 (also known as File 44587), located at 983 Shangrila Avenue in Salem.

Parcel 22A (File 47197) located on the southerly side of the Parkway, approximately 250' west of Hyacinth Street.

Parcel 23 (File 44560) located on the north side of the Parkway and the westerly side of Verda Lane.

Parcel 24 (File 44591) located on southerly side of the Parkway between Claxter Road and Hyacinth Street.

The purpose of the analysis on the above mentioned properties is to determine if these parcels should be retained for future right of way needs or disposed of as excess. In doing so, the following factors were considered: Current use, current zoning, possibility of a change to a higher use in the future, future right of way needs, and current value estimate of each parcel.

In gathering information regarding future right of way needs, Ralph Lambert with the City of Salem was contacted, also Dan Keeley with Marion County and Ron Wolfe with the State Highway Division.

Marion County and the City of Salem said they have nothing in their planning that would require any additional right of way in the area of these parcels. When Ron Wolfe was contacted he referred to a study that was done in 1987 that indicates by the year 2005 traffic levels at Cherry Avenue and Verda Lane will reach unsatisfactory levels, and any right of way now owned in those areas should be retained for future improvements.

The following is a summary of my study and conclusion of my findings regarding the four parcels.

Parcel 10

This is a fourplex located at 983 Shangrila Avenue in Salem. These units were built in 1966 and purchased by the Highway Division in 1974 for $58,000. In considering whether or not this property should be retained, the history of income, vacancy and expenses were looked at. Although it was difficult to determine exact figures due to changes in the accounting system, it is evident that expenses have been considerable and the vacancy rate has been high during the time this property has been owned by the State.

Consideration was also given to the current estimated value of the property and the return being realized on the investment. To estimate the current value, a market rent of $285.00 per unit was used. This was based on a rent study conducted in September 1988. This converts to an annual gross income for the four units of $13,680. Sales of fourplexes indicate the current gross rent multiplier for units of this type is six times the annual rent. Therefore, the estimated value of the property is $13,680 x 6 = $82,000.

After establishing the estimated value, consideration was then given to the return on the investment. Assuming a reasonable return on the investment to be 12%, and based on a remaining economic life of 20 years on the wasting asset, the return of the investment would be 5%. Based on reasonable vacancy and management expenses and actual expenses for taxes, water, sewer and garbage collection, the analysis is as follows:

Estimated Improvement Value - $67,000 x 12% + 5% recap	=	$11,390
Estimated Land Value - $15,000 x 12%	=	1,800
Real Property Taxes	=	2,468
Estimated Vacancy and Rent Loss (5%)	=	700
Estimated Maintenance	=	2,000
Management	=	1,000
Water and Sewer	=	503
Garbage	=	305
TOTAL.....		$20,166

As indicated above, an annual income of $20,166 would be required to provide a reasonable return on the investment, and cover the annual expenses. In order to generate that kind of income, each unit would have to rent in excess of $420 per month, which obviously is not feasible at this time.

Currently this property is located in an R.S. zone, which allows for single family housing. This means the existing fourplex is a non-conforming use. Therefore, the possibility of a change in use to a higher use in the future is very unlikely.

For additional information as to the feasibility of retaining this property, one other comparison was made. As previously stated, this property was purchased by the State in 1974 for $58,000. When comparing that value to the estimated current value of $82,000, it indicates appreciation in value over the fifteen years the State has owned it of approximately 41%. Unlike today, there were several years during that time when real estate was appreciating at a high rate. However, for the purpose of this comparison, it is assumed the appreciation over the next fifteen year period will be approximately the same as the last fifteen years. Based on that assumption, in the year 2004, the subject property would have an estimated value of approximately $115,600.

If the property was sold today for $82,000 and the money was invested in a certificate of deposit with an annual yield of 9%, in fifteen years it would grow to $298,677. Obviously a much greater return with virtually no risk and no management problems.

Based on the analysis of the return on the investment, and the estimated future value of this property, coupled with the fact that it is 23 years old and most likely at or near the point where costly repairs will be required (such as replacement of major appliances), it is my opinion that it would be most prudent to sell the property and buy it back if and when it is needed some time around the year 2005.

Parcel 22A

This parcel is located on the southerly side of Mainline Drive and approximately 250' west of Hyacinth Street. It is presently zoned I.G., Industrial General. This parcel is considerably below grade and has no access to Mainline Drive. In fact, it appears that it is landlocked with no direct access to any street.

As mentioned previously, this parcel is very low, and Claggett Creek is nearby, no doubt causing flooding at times.

Parcel 22B, which is located a short distance west of Parcel 22A, was recently sold as plottage for $500. Although this parcel is a little larger (approximately one acre), it is also considered to be plottage and most likely would have a value in the range of $500 to $1,000.

Based on the fact that the value to be realized by selling this parcel would be minimal, and because it was recommended by Ron Wolfe and Dwayne Hofstetter that this parcel be retained for future right of way needs, it appears it would be most prudent to retain this parcel for future needs.

Parcel 23

This parcel is a rectangular shaped parcel located on the northerly side of Salem Parkway and on the westerly side of Verda Lane. It is zoned R.S., Residential Single Family and appears it could be used as a residential homesite. However, in looking at this property, Marion County Public Works was contacted since they handle planning for the City of Keizer. Dan Keeley, Civil Engineer for Marion County, informed me that due to the location of this property adjacent to the intersection, they will not allow access from this parcel onto Verda Lane. This was confirmed with Jim Knightengale at the City of Keizer. Based on this, the property will have access only to the adjoining property to the north; therefore, it could be used only as plottage to the adjoining property.

Parcel 23 was recently estimated to have a value as a residential building site of approximately $10,000. However, that was with access to Verda Lane. Properties that have sold as plottage range anywhere from 10% of full fee to almost 100% of fee value, depending on the quality of the property, the number of potential buyers and the need of the potential buyers. Based on the fact that this property has one potential buyer and is located adjacent to the Parkway, it is felt the value will be at the low end of the range. Therefore, it is estimated the current value of Parcel 23 is approximately $1,000.

In considering what this property might be used for in the future, it is difficult to know. The property is adjacent to residential properties and is zoned R.S. Nothing at this time indicated the area would be rezoned to a higher zone, so it is assumed it will remain R.S. If this property was sold to the adjoining property owner, it is possible that outbuildings could be constructed, causing a considerable expense if the property had to be repurchased by the State.

In view of the fact that this property may be needed for future right of way, it presently does not pose any great management problems and the value received if sold would most likely be only nominal, it seems most logical to retain Parcel 23 for future right of way needs.

Parcel 24

Parcel 24 is vacant land located on the southerly side of the Parkway. It is approximately 50' in width and lies between Claxter Road and Hyacinth Street. The parcel contains approximately .7 acre and is currently zoned I.C., Industrial Commercial.

Access to this parcel is controlled to the Parkway and the property does not extend all the way to Hyacinth Street; therefore, the only access would be off Claxter Road.

Due to the shape and narrow width of this property, it is doubtful it could be developed on its own. However, it is adjacent to a 4.6 acre parcel of land that is currently listed for sale. If the subject parcel was sold as plottage to the adjoining acreage, which appears to be the most logical use for it, it is possible that it could be developed.

In 1987 it was estimated this parcel would have a plottage value of approximately $10,000, which is approximately 30% of full fee value. It appears the current value would still be about $10,000.

Parcel 24 was one of the properties included in the study done by the Highway Division when estimating future needs. That study indicates by the year 2005 additional right of way in the area of this parcel will be required, and recommends it be retained. As was mentioned previously, it is likely if this parcel is sold to the adjoining property owner, it very possibly would be developed for an industrial commercial use. Therefore, if it has to be bought back in the future, it could be very costly.

Based on the above facts and the fact that Parcel 24 is vacant land and poses no unusual management problems, it is felt it would be most reasonable to retain it for future right of way needs.

AS:ke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

April 19, 1989
IN REPLY REFER TO
HRW-OR

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

IX-1525(2) Chemawa Rd.-Hickory St. Section
Salem Parkway - File 47323A

Property Management Specialist, Kayda Clark, in her April 17, 1989 letter requested our opinion in resolving a potential legal problem involving the access between Claxter Road and the portion of the subject file which was sold as excess.

The right-of-way which was retained from the subject file adjacent to Claxter Road and westerly of the access control line, as shown the approved project right-of-way plans, was retained for public roadway purposes to accommodate the construction of the cul-de-sac at the end of Claxter Road which was severed. Normally, sections of reconstructed local facilities that are located outside the control of access lines, such as turnarounds of severed local roads, are relinquished for highway purposes to the local governmental jurisdiction by commission resolution.

Also, perhaps a granting of an approach permit would resolve the title company's concerns about the right of access to the property which was sold.

Sincerely yours,

John D Wilken
for Dale E. Wilken
Division Administrator

cc:
OSHD (Steve Green, R/W)

RECEIVED
STATE HWY ENGR
APR 20 '89
ASSIGNED TO
D. Christensen
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
					X	

NOTED
SHE'S OFFICE

9491

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-102	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
PROJECT REPORT NUMBER	1-24-89	County: Marion
MODIFICATION NUMBER 7		Project Number: IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,200,858.00	$ 7,200,857.00
Federal funds	$ 1,776,878.53	$ 1,776,878.03 (772)
	4,343,847.47	4,343,847.47 (580)
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 772 funds for use on another project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of JAN , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph M. Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burton
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A (Rev. 7-83) Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 11, 1989

Federal-aid Project No. IX-1525(3)

Ridge Drive NE-Pine Street NE (Salem)
Salem Parkway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 139+10 to Sta. 207+46)(Sta. 208+16 to Sta. 308+35)

Roadway total same as on estimate of March 10, 1987		$6,335,654.00
	Decrease	1.00
	Total	$6,335,653.00
Deobligation Appn Code 772 Funds		

Type Code X280
Structure, Br. No. 16098 & 16100

Structures total same as on estimate of June 15, 1982	$ 304,416.00

Type Code Y033
Traffic Signal (4 Locations)

Traffic Signal total same as on estimate of June 15, 1982	$ 350,718.00

Type Code Y030
Illumination (Sta. 139+10 to Sta. 308+35)

Illumination total same as on revised project agreement estimate of May 23, 1983	$ 192,054.19

Type Code SFTY
Signing (Sta. 139+10 to Sta. 308+35)

Signing total same as on revised project agreement estimate of July 31, 1984	$ 18,016.00

Length of Project ---------- 0.00 mi.

Work Retained in Program
(Not Included in Amounts Below

Install 2 lights (PGE)	All Required	$ 2,000.00
Install 1 light (Salem Electric)	All Required	1,000.00
		$ 3,000.00

CONTRACT NO. 9491

SUMMARY OF FUNDS (85%)

DESCRIPTION	GROUP	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	G-1	772	$ 2,090,445.00	$ 1,776,878.03	$ 313,566.97
Roadway	G-2	580	4,245,208.00	3,608,426.47	636,781.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
SUBTOTAL			$ 6,990,787.00	$ 5,942,167.50	$1,048,619.50
CONTRACT NO. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	$ 2,703.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
SUBTOTAL			$ 210,070.00	$ 178,558.00	$ 31,512.00
TOTAL			$ 7,200,857.00	$ 6,120,725.50	$1,080,131.50

CONTRACT NO. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: C09491

CONTRACT NO. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: C09619

DCN:bkw

9491

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 3-119	U.S. Department of Transportation **Federal Highway Administration**	State: OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: MARION
MODIFICATION NUMBER 6	3-110-87	Project Number: IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,150,858.00	$ 7,200,858.00
Federal funds	$ 1,776,878.53	$ 1,776,878.53 (772)
Other revisions	4,301,348.47	4,343,847.47 (580)

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAR , 19 '97.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 10, 1987

FEDERAL AID PROJECT NO. IX-1525(3)

RIDGE DRIVE NE-PINE STREET NE (SALEM)
SALEM PARKWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (Sta. 139+10 to Sta. 207+46)(Sta. 208+16 to Sta. 308+35)

Roadway Subtotal from project agreement estimate of July 31, 1984		$ 5,560,581.75
Engineering		775,072.25
	TOTAL	$ 6,335,654.00

TYPE CODE X280
STRUCTURE, Br. No. 16098 & 16100

Structures total same as on estimate of June 15, 1982		$ 304,416.00

TYPE CODE Y033
TRAFFIC SIGNAL (4 LOCATIONS)

Traffic Signal total same as on estimate of June 15, 1982		$ 350,718.00

TYPE CODE Y030
ILLUMINATION (Sta. 139+10 to Sta. 308+35)

Illumination total same as on revised project agreement estimate of May 23, 1983		$ 192,054.19

TYPE CODE SFTY
SIGNING (Sta. 139+10 to Sta. 308+35)

Signing total same as on revised project agreement estimate of July 31, 1984		$ 18,016.00

Length of Project ---------- 0.00 mi.

WORK RETAINED IN PROGRAM
(NOT INCLUDED IN AMOUNTS BELOW)

Install 2 Lights (PGE)	All Required	$ 2,000.00
Install 1 Light (Salem Electric)	All Required	1,000.00
		$ 3,000.00

Contract No. 9491

SUMMARY OF FUNDS (85%)

DESCRIPTION	GROUP	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	G-1	772	$2,090,446.00	$1,776,878.53	$ 313,567.47
Roadway	G-2	580	4,245,208.00	3,608,426.41	636,781.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
SUBTOTAL			$6,990,788.00	$5,942,168.00	$1,048,620.00
Contract No. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	$ 2,703.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
SUBTOTAL			$ 210,070.00	$ 178,558.00	$ 31,512.00
TOTAL			$7,200,858.00	$6,120,726.00	$1,080,132.00

CONTRACT NO. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: C09491

CONTRACT NO. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: C09619

RLC:pf

9191

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 6-4 & 6-21	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Marion
MODIFICATION NUMBER: 5	5-3-82	Project Number: IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,150,858.00	$ 7,150,858.00
Federal funds	$ 1,207,878.53 4,870,348.47	$ 1,776,878.53 (772) 4,301,348.47 (580)
Other revisions		

This modification is made for the following reasons: To prevent lapsing of funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of June, 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon May 28, 1986

Federal-Aid Project No. IX-1525(3)

Ridge Drive N.E. -Pine St. N.E. (Salem)
Salem Parkway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 139+10 to Sta. 207+46)(Sta. 208+16 to Sta. 308+35)

Roadway subtotal from project agreement estimate of July 31, 1984		$ 5,560,581.75
Engineering		725,072.25
	Total	$ 5,285,654.00
Structures total same as on estimate of June 15, 1982		$ 304,416.00
Traffic Signal total same as on estimate of June 15, 1982		$ 350,718.00
Illumination total same as on revised project agreement estimate of May 23, 1983		$ 192,054.19
Signing total same as on revised project agreement estimate of July 31, 1984		$ 18,016.00
Length of Project		0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 lights (PGE)	All Required	$ 2,000.00
Install 1 light (Salem Electric)	All Required	1,000.00

Contract No. 9491

SUMMARY OF FUNDS 85%

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	G-1	772	$ 2,090,446.00	$ 1,776,878.53	$ 313,567.47
Roadway	G-2	580	4,195,209.00	3,565,927.47	629,281.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$ 6,940,788.00	$ 5,899,669.00	$ 1,041,119.00
Contract No. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	$ 2,703.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 210,070.00	$ 178,558.00	$ 31,512.00
Total			$ 7,150,858.00	$ 6,078,227.00	$ 1,072,631.00

CONTRACT NO. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: C09491

CONTRACT NO. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: C09619

RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA			
MONTHLY TRANSACTION NUMBER 4-2	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER			State: Oregon
MODIFICATION NUMBER 4		3-26-85	County: Marion
			Project Number: IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 19 82, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 7,140,858.00	$ 7,150,858.00	
	4,861,847.47	4,870,348.47	(580)
Federal funds	$ 1,207,878.53	$ 1,207,878.53	(772)
Other revisions			

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of March, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 21, 1985

Federal-Aid Project No. IX-1525(3)

Ridge Drive N.E.-Pine St. N.E. (Salem)
Salem Parkway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 139+10 to Sta. 207+46)
(Sta. 208+16 to Sta. 308+35)

Roadway subtotal from project agreement estimate of July 31, 1984		$5,560,581.75
	Engineering	725,072.25
	Total	$6,285,654.00
Structures total same as on estimate of June 15, 1982		$ 304,416.00
Traffic Signal total same as on estimate of June 15, 1982		$ 350,718.00
Illumination total same as on revised project agreement estimate of May 23, 1983		$ 192,054.19
Signing total same as on revised project agreement estimate of July 31, 1984		$ 18,016.00
Length of Project		0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 lights (PGE)	All Required	$ 2,000.00
Install 1 light (Salem Electric)	All Required	1,000.00

Contract No. 9491

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	G-1	772	$1,421,035.00	$1,207,878.53	$ 213,156.47
Roadway	G-2	580	4,864,619.00	4,134,927.47	729,691.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$6,940,788.00	$5,899,669.00	$1,041,119.00
Contract No. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	$ 2,703.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 210,070.00	$ 178,558.00	$ 31,512.00
Total			$7,150,858.00	$6,078,227.00	$1,072,631.00

4,691

Contract No. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: 324-1079 (Const.)

Contract No. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

WH:bkb

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 126	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Marion
MODIFICATION NUMBER 3	12 12-84	Project Number: IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,130,858.00	$ 7,140,858.00
Federal funds	$ 6,061,225.00	$ 6,069,726.00
Other revisions		

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of December , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Harry C. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 6, 1984

FEDERAL AID PROJECT NO. IX-1525(3)

RIDGE DRIVE N.E.-PINE ST. N.E. (SALEM)
SALEM PARKWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 139+10 to STA. 207+46)
(STA. 208+16 to STA. 308+35)

Roadway Subtotal from Project Agreement Estimate of July 31, 1984		$5,560,581.75
	Engineering	715,072.25
	Total	$6,275,654.00
Structures Total same as on Estimate of June 15, 1982		$ 304,416.00
Traffic Signal Total same as on Estimate of June 15, 1982		350,718.00
Illumination Total same as on Revised Project Agreement Estimate of May 23, 1983		$ 192,054.19
Signing Total same as on Revised Project Agreement Estimate of July 31, 1984		$ 18,016.00
Length of Project		0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 Lights (PGE)	All Required	$ 2,000.00
Install 1 Light (Salem Electric)	All Required	1,000.00

Contract No. 9491

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	G-1	772	$ 1,421,035.00	$ 1,207,878.53	$ 213,156.47
Roadway	G-2	580	4,854,619.00	4,126,426.47	728,192.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$ 6,930,788.00	$ 5,891,168.00	$1,039,620.00
Contract No. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	$ 2,703.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 210,070.00	$ 178,558.00	$ 31,512.00
Total Group 1			$ 7,140,858.00	$ 6,069,726.00	$1,071,132.00

Contract No. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: 324-1079 (Const.)

Contract No. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

WH:bkb

9491

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-41	U.S. Department of Transportation Federal Highway Administration	State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Marion
MODIFICATION NUMBER 2	8-3-84	Project Number IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,108,486	$ 7,130,858
Federal funds	$ 4,834,331.47(580) 1,207,878.53(772)	$ 4,853,346.47(580) 1,207,878.53(772)
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. IX-1525(3)

RIDGE DRIVE N.E.-PINE ST. N.E. (SALEM)
SALEM PARKWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 139+10 to STA. 207+46)
(STA. 208+16 to STA. 308+35)

Roadway Subtotal from Project Agreement Estimate of June 15, 1982		$ 5,560,581.75
	Engineering	705,072.25
	Total	$ 6,265,654.00
Structures Total same as on Estimate of June 15, 1982		$ 304,416.00
Traffic Signal Total same as on Estimate of June 15, 1982		350,718.00

TYPE CODE SFTY
SIGNING (STA. 139+10 to STA. 308+35)

Subtotal from Revised Project Agreement Estimate of May 23, 1983 $ 4,973.32

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cantilever Sign Support	$ 10,900.00	---	---	All Required	$ 10,900.00

Increase	$ 10,900.00
Subtotal	$ 15,873.32
Engineering	2,142.68
Total	$ 18,016.00

Illumination Total same as Revised Project Agreement Estimate of May 23, 1983 $ 192,054.19

Length of Project 0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 Lights (PGE)	All Required	$ 2,000.00
Install 1 Light (Salem Electric)	All Required	1,000.00

Contract No. 9491

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	G-1	772	$ 1,421,035.00	$ 1,207,878.53	$ 213,156.47
Roadway	G-2	580	4,844,619.00	4,117,925.47	726,693.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$ 6,920,788.00	$ 5,882,667.00	$ 1,038,121.00
Contract No. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	$ 2,~~073~~ 70.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 210,070.00	$ 178,558.00	$ 31,512.00
Total			$ 7,130,858.00	$ 6,061,225.00	$ 1,069,633.00

Contract No. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: 324-1079 (Const.)
WH:bkb

Contract No. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 6-1 & 2		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 1		Project Number IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14 ,19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,910,788.00	$ 7,108,486.00
Federal funds	$ 5,874,168.00	$ 6,042,210.00
Other revisions		

This modification is made for the following reasons: to add a signing and illumination contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of May ,19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Mary C. Otto

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 23, 1983

Federal-Aid Project No. IX-1525(3)

Ridge Drive N.E. -Pine St. N.E. (Salem)
Salem Parkway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE
(To add a signing and illumination contract.)

Type Code I000
Roadway (Sta. 139+10 to Sta. 207+46)(Sta. 208+16 to Sta. 308+35)

Roadway	All Required			$ 6,255,654.00
Structures	All Required			304,416.00
Traffic Signals	All Required			350,718.00

Type Code SFTY
Signing (Sta. 139+10 to Sta. 308+35)

Mobilization	45%	All Required		$	450.00
Temporary Protection and Direction of Traffic	10%	All Required			200.00
Temporary Signs	61	Sq. Ft.	5.00		305.00
Temporary Barricades	2	Each	100.00		200.00
Wood Sign Posts (Furnish Only)	18%	All Required			193.32
Structure Mounts	14%	All Required			2,543.10
Type "A" Signs in Place	32	Sq. Ft.	16.90		540.80
Type "A" Signs (Furnish Only)	12	Sq. Ft.	13.65		163.80
Type "C", "D" and "R" Signs (Furnish Only)	77	Sq. Ft.	4.90		377.30
			Subtotal	$	4,973.32
			Engineering		671.40
			Total	$	5,644.72

Type Code Y030
Illumination (Sta. 139+10 to Sta. 308+35)

Pole Foundations	57%	All Required		$ 27,998.40
Roadway Lighting Poles and Arms	55%	All Required		57,474.80
Luminaires, Lamps and Ballasts	58%	All Required		17,419.14
Switching, Conduit, Wiring, Etc.	61%	All Required		64,318.40
			Subtotal	$ 169,210.74
			Engineering	22,843.45
			Total	$ 192,054.19

Length of Project ------- 0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 Lights (PGE)	All Required	$ 2,000.00
Install 1 Light (Salem Electric)	All Required	1,000.00

Contract No. 9491

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	Other Funds
Roadway	G-1	772	$ 1,421,035.00	$ 1,207,878.53	$ 213,156.47
Roadway	G-2	580	4,834,619.00	4,109,426.47	725,192.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$ 6,910,788.00	$ 5,874,168.00	$ 1,036,620.00
Contract No. 9619					
Signing	G-2	580	$ 5,644.00	$ 4,797.00	$ 847.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 197,698.00	$ 168,042.00	$ 29,656.00
Total			$ 7,108,486.00	$ 6,042,210.00	$ 1,066,276.00

Contract No. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: 324-1079 (Const.)

Contract No. 9619

Group 2 Appn Code 580 = 38 %
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

9411

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OMB No. 04-R2089
MONTHLY TRANSACTION NO. 7-186 & 187	FEDERAL-AID PROJECT AGREEMENT 7/14/82	State: Oregon County: Marion Project No.: IX-1525(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ridge Drive N.E. - Pine St. N.E. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-[illegible]-82	3.205
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,910,788.00	$ 5,874,168.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]
Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible] 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 15, 1982

Federal-Aid Project
No. IX-1525(3)

Ridge Drive N.E.-Pine St. N.E. (Salem)
Salem Parkway
Marion County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 139+10 to Sta. 207+46)(Sta. 208+16 to Sta. 308+35)

Mobilization	(91 %)	All Required	$ 386,750.00
Temporary Protection and Direction of Traffic	95 %	All Required	9,500.00
Temporary Signs	840 Sq. Ft.	7.00	5,880.00
Temporary Barricades	54 Each	75.00	4,050.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	1,880 Lin. Ft.	5.00	9,400.00
Temporary Traffic Signal Installation		All Required	15,000.00
Flagmen	1,500 Hour	9.00	13,500.00
Temporary Drainage Curbs	2,000 Lin. Ft.	2.00	4,000.00
Temporary Slope Drains	1,000 Lin. Ft.	10.00	10,000.00
Temporary Scour Holes	10 Each	100.00	1,000.00
Temporary Sediment Fence	500 lin. Ft.	5.00	2,500.00
Straw Bale Sediment Barrier, Type A	3,000 Lin. Ft.	2.00	6,000.00
Straw Bale Sediment Barrier, Type B	400 Lin. Ft.	3.00	1,200.00
Clearing and Grubbing		All Required	300,000.00
Removal of Structures and Obstructions		All Required	15,000.00
Cold Plane Pavement Removal	2,900 Sq. Yd.	4.00	11,600.00
Ditch Excavation	830 Cu. Yd.	5.00	4,150.00
Embankment Foundation Excavation	171,465 Cu. Yd.	2.00	342,930.00
General Excavation	451,365 Cu. Yd.	1.40	631,911.00
Stone Embankment	95,335 Cu. Yd.	3.25	309,838.75
Extra for Topsoil Material	2,530 Cu. Yd.	3.00	7,590.00
Trench Excavation	15,720 Cu. Yd.	4.00	62,880.00
Finishing Roadbed and Slopes		All Required	7,500.00
Watering	3,000 M-Gal.	6.00	18,000.00

Aggregate Shoulders	11,000	Ton	4.00	44,000.00
Aggregate Base	400	Ton	9.00	3,600.00
Treated Base Mixture	100,000	Ton	6.00	600,000.00
Cement in Treated Base Mixture	5,500	Ton	71.00	390,500.00
Cement Treated Subgrade	137,000	Sq. Yd.	0.92	126,040.00
Cement for Treated Subgrade	1,550	Ton	71.00	110,050.00
Class "B" Asphalt Concrete Mixture	38,000	Ton	10.50	399,000.00
Class "C" Asphalt Concrete Mixture	6,000	Ton	10.50	63,000.00
Asphalt Cement in Mixture	2,800	Ton	170.00	476,000.00
Asphalt in Tack Coat	60	Ton	250.00	15,000.00
6-inch Culvert Pipe	712	Lin. Ft.	6.00	4,272.00
8-inch Culvert Pipe	100	Lin. Ft.	7.00	700.00
12-inch Culvert Pipe	90	Lin. Ft.	9.00	810.00
15-inch Culvert Pipe	140	Lin. Ft.	10.00	1,400.00
18-inch Culvert Pipe	424	Lin. Ft.	11.00	4,664.00
8-inch Sewer Pipe	770	Lin. Ft.	10.00	7,700.00
12-inch Sewer Pipe	4,865	Lin. Ft.	12.00	58,380.00
15-inch Sewer Pipe	2,208	Lin. Ft.	14.00	30,912.00
18-inch Sewer Pipe	1,504	Lin. Ft.	17.00	25,568.00
21-inch Sewer Pipe	2,435	Lin. Ft.	18.00	43,830.00
24-inch Sewer Pipe	1,060	Lin. Ft.	21.00	22,260.00
30-inch Sewer Pipe	3,625	Lin. Ft.	30.00	108,750.00
36-inch Sewer Pipe	280	Lin. Ft.	34.00	9,520.00
42-inch Sewer Pipe	550	Lin. Ft.	47.00	25,850.00
48-inch Sewer Pipe	220	Lin. Ft.	60.00	13,200.00
Extra for Pipe Under Pavement	260	Lin. Ft.	10.00	2,600.00
Concrete Manholes, 10 Feet or Less Deep	16	Each	1,100.00	17,600.00
Concrete Manholes, 10 to 15 Feet Deep	10	Each	1,400.00	14,000.00
Concrete Manholes Over 15 Feet Deep	7	Each	1,800.00	12,600.00
Special Manholes	3	Each	2,500.00	7,500.00
Concrete Inlets, Type Special	1	Each	650.00	650.00
Concrete Inlets, Type G-2	10	Each	400.00	4,000.00
Concrete Inlets, Type CG-2	51	Each	430.00	21,930.00
Concrete Inlets, Type G-2MA	11	Each	430.00	4,730.00
6-inch Drain Pipe	304	Lin. Ft.	5.00	1,520.00
Filter Fabric	270	Sq. Yd.	2.00	540.00
Gravel in Drains	33	Cu. Yd.	10.00	330.00
Guard Rail, Type 1	338	Lin. Ft.	7.00	2,366.00
Guard Rail, Type 1A	1,200	Lin. Ft.	8.00	9,600.00

Guard Rail, Type 2A	2,675 Lin. Ft.	9.00	24,075.00
Guard Rail, Type 2A Modified	150 Lin. Ft.	18.00	2,700.00
Guard Rail, Type 3	150 Lin. Ft.	20,00	3,000.00
Guard Rail, Type 3 Modified	50 Lin. Ft.	26.00	1,300.00
Guard Rail Anchors, Type 1	7 Each	300.00	2,100.00
Guard Rail Anchors, Type 2	7 Each	300.00	2,100.00
Rail End Pieces, Type B	5 Each	60.00	300.00
Rail End Pieces, Type C	5 Each	85.00	425.00
Rail End Pieces, Type C Modified	2 Each	120.00	240.00
Type CL-4 Chain Link Fence	27,000 Lin. Ft.	3.10	83,700.00
Type CL-4 Chain Link Fence with Pickets	650 Lin. Ft.	7.00	4,550.00
Type CL-4R Chain Link Fence	280 Lin. Ft.	7.00	1,960.00
Type CL-5 Chain Link Fence	150 Lin. Ft.	8.00	1,200.00
Type CL-6 Chain Link Fence with Pickets	550 Lin. Ft.	9.00	4,950.00
16'x48" Chain Link Double Gates	1 Each	300.00	300.00
Concrete Walks	6,900 Sq. Yd.	10.00	69,000.00
Concrete Driveways	20 Sq. Yd.	14.00	280.00
Concrete Curbs	16,400 Lin. Ft.	4.00	65,600.00
Extra for Asphalt Approaches	7 Each	150.00	1,050.00
Paved Culvert End Slopes	475 Sq. Ft.	10.00	4,750.00
Drainage Curbs	50 Lin. Ft.	2.00	100.00
Loose Riprap, Class 50	915 Cu. Yd.	15.00	13,725.00
Delineators, Type 2	100 Each	17.00	1,700.00
Delineators, Type 4	50 Each	12.00	600.00
Adjusting Manholes	22 Each	150.00	3,300.00
Reconstructing Manholes	1 Each	500.00	500.00
Adjusting Inlets	15 Each	120.00	1,800.00
Reconstructing Concrete Inlets	3 Each	250.00	750.00
River Rock Pattern Concrete Surfacing	500 Sq. Yd.	35.00	17,500.00
<u>Soundwall, Br. No. 16589</u>			
Wall Excavation	125 Cu. Yd.	7.00	875.00
8-inch Concrete Block Walls	2,520 Sq. Ft.	5.00	12,600.00
Block Wall Footings	890 Sq. Ft.	3.00	2,670.00

Sound Wall Br. No. 16589A

Wall Excavation	165 Cu. Yd.	6.00	990.00
8-inch Concrete Block Walls	3,425 Sq. Ft.	5.00	17,125.00
Block Wall Footings	1,345 Sq. Ft.	3.00	4,035.00
Wood Sign Posts		All Required	3,500.00
Sign Support Footings		All Required	3,000.00
Breakaway Sign Posts		All Required	2,000.00
Single Post Slip Base Sign Supports		All Required	3,500.00
Horizontal and Vertical Arms for Signs Mounted on Signal Poles		All Required	1,500.00
Type "A" Signs in Place	584 Sq. Ft.	17.00	9,928.00
Type "C", "D" and "R" Signs in Place	234 Sq. Ft.	9.00	2,106.00
Type "EE" and "EEE" Signs in Place	74 Sq. Ft.	11.00	814.00
Type "I" and "M" Signs in Place	11 Sq. Ft.	9.00	99.00
Type "U" Signs in Place	33 Sq. Ft.	12.00	396.00
Roadside Seeding and Mulching	43 Acre	800.00	34,400.00
Erosion Matting	1,482 Sq. Yd.	3.00	4,446.00
Furnishing and Planting Conifer Trees	515 Each	35.00	18,025.00
Furnishing and Planting 6'-8' Deciduous Trees	271 Each	40.00	10,840.00
Furnishing and Planting 10'-12' Deciduous Trees	185 Each	40.00	7,400.00
Furnishing and Planting Container Shrubs	90 Each	10.00	900.00
Furnishing and Planting Bare-Root Shrubs	2,377 Each	5.00	11,885.00
Furnishing and Planting Bare-Root Japanese Roses	1,013 Each	10.00	10,130.00
Furnishing and Planting Groundcover	16,420 Each	0.50	8,210.00
Bark Mulch	135 Unit	150.00	20,250.00
Irrigation System		All Required	19,000.00
			$5,389,330.75

Anticipated Items

Permanent Pavement Striping	All Required	$ 11,000.00
Temporary Pavement Striping	All Required	1,000.00
Remove Pavement Striping	All Required	750.00
State Furnished Software	All Required	2,500.00
Water (during established period)	11 Required	360.00

Asphalt Cement Adjustment		All Required	130,000.00
On-the-job Training (8-8,000 hrs. @ $0.80)		All Required	6,400.00
Signal Controller Testing & Turn-on		All Required	10,675.00
Bikeway Signs			1,200.00
Bikeway Striping & Legend			1,300.00
N.W. Natural Gas			6,066.00
			$ 171,251.00
		Subtotal	$5,560,581.75
		Engineering	695,072.25
		Total	$6,255,654.00

Type Code X280
Structure, Br. No. 16098 (Sta. 207+46 to Sta. 208+16)

Mobilization	(3 %)	All Required	$ 12,750.00
Structure Excavation	175 Cu. Yd.	10.00	1,750.00
Furnish Pile Driving Equipment		All Required	5,000.00
Furnish Prestressed Concrete Piling	1,064 Lin. Ft.	12.00	12,768.00
Drive Prestressed Concrete Piles	1,064 Lin. Ft.	2.00	2,128.00
Structural Concrete, Class 3300 (112 CY)		All Required	32,000.00
4'x70'/75' Prestressed Slabs	22 Each	4,100.00	90,200.00
Reinforcement (8,700 lbs.)		All Required	4,000.00
Reinforced Concrete Bridge End Panels	400 Sq. Yd.	60.00	24,000.00
Two Tube Steel Railing	66 Lin. Ft.	45.00	2,970.00
Three Tube Steel Railing	108 Lin. Ft.	45.00	4,860.00
CL-4R Chain Link Fence, Modified	67 Lin. Ft.	25.00	1,675.00
Membrane Waterproofing	585 Sq. Yd.	7.00	4,095.00
			$ 198,196.00

Type Code X280
Structure, Br. No. 16100 (Frontage Road)(Sta. 206+95 to Sta. 207+65)

Mobilization	(1 %)	All Required	$ 4,250.00
Structure Excavation	45 Cu. Yd.	10.00	450.00
Furnish Pile Driving Equipment		All Required	2,000.00
Furnish Prestressed Concrete Piling	462 Lin. Ft.	12.00	5,544.00
Drive Prestessed Concrete Piles	462 Lin. Ft.	1.00	462.00

Structural Concrete, Class 3300 (35 C.Y.)		All Required	8,500.00
4'x70'/75' Prestressed Slabs	8 Each	4,100.00	32,800.00
Reinforcement (3,200 lbs. @ $0.50)		All Required	2,000.00
Reinforced Concrete Bridge End Panels	145 Sq. Yd.	60.00	8,700.00
Two Tube Steel Railing	132 Lin. Ft.	45.00	5,940.00
Membrane Waterproofing	250 Sq. Yd.	7.00	1,750.00
			$ 72,396.00
		SUBTOTAL	$ 270,592.00
		Engineering	33,824.00
		TOTAL	$ 304,416.00

Type Code Y033
Traffic Signal (4 locations)

Mobilization	(5 %)	All Required	$ 21,250.00
Temporary Protection and Direction of Traffic	(5 %)	All Required	500.00
Traffic Signal Installations, Complete		All Required	290,000.00
		SUBTOTAL	$ 311,750.00
		Engineering	38,968.00
		TOTAL	$ 350,718.00

Length of Roadway	3.192 mi.
Length of Structure	0.013 mi.
TOTAL LENGTH	3.205 mi.

Cost of Roadway Per Mile ----------$1,959,791.35

Work Retained in Program
(not included in amounts below)

Work by PGE	All Required	$ 3,000.00
State Furnished Traffic at Claxter Rd.	All Required	10,000.00
1-inch Water Meter & Install.	All Required	900.00
Work by Salem Water	All Required	45,000.00
Work by Salem Electric	All Required	1,500.00
Gabion End Protection at Sewer Outfall	All Required	5,000.00
State Furnished Signal for Claxter Rd.	All Required	10,000.00
		$ 75,400.00

SUMMARY OF FUNDS (85%)

Description	Group	Appn Code	Total Cost	Federal Funds	Other Funds
Roadway	G-1	772	$1,421,100.00	$1,207,935.00	$ 213,165.00
Roadway	G-2	580	4,834,554.00	4,109,370.00	725,184.00
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
TOTAL			$6,910,788.00	$5,874,168.00	$1,036,620.00

Group 1	772	16%
Group 2	580	80%
Group 8	580	04%
Group 9	580	00%

Contract No. 9491
Prefix: 324-1941 (PE)
Prefix: 324-1079 (Const.)

Ridge Drive N.E.-Pine St. N.E.
(nonparticipating - State Work)

Furnishing and Installing Mailbox Posts	10 Each	100.00	$ 1,000.0
48-inch Sewer Pipe	220 Lin. Ft.	60.00	15,400.00
Extra for Pipe Under Pavement	50 Lin. Ft.	10.00	600.00
Trench Excavation	500 Cu. Yd.	4.00	2,500.00
Delineators, Type 2	2 Each	17.00	44.00
		SUBTOTAL	$ 19,544.00
		Engineering	2,456.00
		TOTAL	$ 22,000.00

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

December 1, 1988

IN REPLY REFER TO

HRW-OR/

RECEIVED
STATE HWY ENGR
DEC 02 '88
ASSIGNED TO
D. Christensen
FOR
INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE
X
cy - Bob Pool

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

IX-1525(3) Chemawa Rd. - Hickory St. Section
Salem Parkway - File 44618, 44619, 44620, 44621

NOTED
SHE'S OFFICE

Property Management Specialist Kayda Clark's November 15, 1988 letter requested our approval to move the right-of-way and access control lines to increase the portions of the subject's files which could be declared as excess. Originally, the properties were acquired as part of Interstate project I-305-5(2). Re-use approval was obtained for those portions of the subject properties included in the final right-of-way plans approved for the subject project. The re-use approval was based on the portions of the properties actually required for the construction of the Salem Parkway and a future grade separation at this location.

If a determination has been made that the proposed future grade separation will not be required, it will be necessary to modify the original re-use agreement and obtain the Federal Highway Administrator's approval.

The print of the right-of-way plan attached to Ms. Clark's letter was not that of the final approved right-of-way, therefore, we are enclosing prints from the approved right-of-way plans reflecting the area of the subject files.

Sincerely yours,

John D Wickham
for Dale E. Wilken
Division Administrator

cc:
OSHD (Steve Green, R/W)

IRV – 453

CHEMAWA RD. – HICKORY ST. SECTION SALEM PARKWAY MARION COUNTY				SHEET No. 7
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX – 1525(2)		See Index

Revised : Mar., 1986
" Oct., 1986
Dec. 1986 filed

MAPLETON ADDITION

T 7S. R 3 W. W.M
98 - 7 - 13

SAMUEL PENTER DLC No.

BROADWAY

TAYLOR

TRYON

LOCUST ST

FOURTH ST. NE

LIBERTY

"G" 7°30' C.L. TA 65°14'28" Ts 614.02 250' SP's S 9°22'30" a 3.0

"H" 6° C.L. TA 56°19'00" Ts 632.42 240' SP's S 7°12' a 2.5

"PD" 283+27.31 P.O.S. = 8" 20+79.07 P.O.T.

"PD" 285+72.22 P.T.

"H" 287+88.71 P.S.C.

"H" 290+28.71 P.S.C.

"PD" 292+85.23 P.O.T.

"PD" 294+85.45 P.O.T. COMMERCIAL

"H" 294+21.13 P.I. N 484,179.10 E 1,345,170.06

N 87°48'07½" W 90.39 P.O.T.

"G" 287+32.56 P.I.

"G" 288+62.93 P.S.C.

"G" 291+32.81 P.C.S.

"H" 291+62.23 P.C.S.

1983 Const. Limits

Excess

R/W & Access Control Line

Abandoned R

S. 1°13'33" E.

S 16°11'00" W

N 0°58'00" W

SCALE
100 200 300 400 500
Feet

OF PROJECT IX – 1525(2)

Sta. 292 + 85.23

IRV-453

C[illegible] LAWA RD.-HICKORY ST. (SALEM) SEC.				SHEET No 8
SALEM PARKWAY MARION COUNTY				
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	IX-1525(2)		See Index

Revised : Mar, 1986
Dec 1986 JKW

T7S R3W W.M.
98-7-13

SAMUEL PENTER DLC NO 52

FOURTH ST. NE

LIBERTY ST NE

HICKORY ST

LOCUST ST

ADD

PARK

"G"
T 7°30' C.L.
Ta 65°14'28"
Ts 616.02'
250' SP's.
S 9°22'30"
a 3.0

"G" 297+32.81 P.C.S.

"G" 294+62.19 P.T.

S. 1°13'33" E.

Excess 44617 sq. ft.

Excess 44618 sq. ft.

Excess 44619 sq. ft.

Excess 44620 sq. ft.

Excess 44621 sq. ft.

Excess 44740 sq. ft.

Excess 46367 sq. ft.

Excess 46913 sq. ft.

Excess 46914 sq. ft.

Excess 44623 sq. ft.

Excess 44624 sq. ft.

COMMERCIAL ST. NE

S. 7°41'55" W.

PROSPECT

LIN ST

NORTH

LN

"H" 297+27.23 P.C.S.

"H"
6° C.L.
Ta 56°19'00"
Ts 632.42'
240' SP's.
S 7°12'
a 2.5

"H" 294+21.13 P.T.
N 484,179.10
E 1,345,172.06

FRONT ST.

SCALE
100 200 300 400 500
Feet

STATE OF OREGON

INTEROFFICE MEMO

Date: July 29, 1988

To: Steve Green, Manager
Right of Way Section

From: Doug Luth, Supv.
Property Management Unit

Subject: SALEM PARKWAY - STATUS

Steve, a request to FHWA for release of $794,573 of the $1,075,700 withheld on the above project can be made in the near future. The exact date of the claim is dependent on receiving the balance of the sales prices from purchasers at the most recent (July 20, 1988) sale.

Seventy three (73) or 76% of identified parcels have been sold at three separate public auctions. These auctions conducted by Perry Crosley, Region 2 Property Agent, resulted in the following sales:

2-19-88	$402,550
4-27-88	$279,075
7-20-88	$ 47,973
Other	$ 64,975
Total	$794,573

Only 3(3%) of the parcels remain available and unsold. These will be scheduled or rescheduled for sale in the near future. The total FHWA funds withheld for these parcels is $12,800.

The remainder of the property (21%) has been identified by our District 3 & Region 2 groups as property needed to accommodate future projects.

To summarize:

$794,573	74%	Sold
$ 12,800	1%	Remaining to be sold
*$268,327	25%	To be retained
$1,075,700	100%	Total FHWA withheld

The Property Management Unit will track payment on the property that has been sold. As soon as all payments have been received

8-24-88
Doug Luth
Are we selling these parcels to get it out of back? What is total investment?
DR

RECEIVED
STATE HWY ENGR
AUG 23 '88
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

you will be contacted and methods of FHWA reimbursement discussed.

Should you have any questions, please call.

* Monies due FHWA from ODOT

cc: D. Adams
C. Gilmour
J. Wichman

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

July 28, 1988
IN REPLY REFER TO
HRW-OR

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Forbes:

Oregon Project I-305-5(2)
Chemawa Road-Hickory Street Section
File 47344 - Chemawa Indian School Land

Enclosed is a quitclaim deed to those portions of the subject file as described in the deed. This action now clears the way for the State of Oregon to execute a quitclaim deed releasing its interests in those portions of the subject file which are not actually needed for highway purposes.

Please provide this office with a copy of the quitclaim deed and its recording information upon completion.

Sincerely yours,

John N Wichman
for Dale E. Wilken
Division Administrator

Enclosure:
Quitclaim deed

cc:
OSHD (S. Green, R/W)

NOTED
SHE'S OFFICE

RECEIVED
STATE HWY ENGR
JUL 29 '88
REFER TO
D. Christensen
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					X	

cy - Bill Anhorn

Highway Division
File 47344
Map No. 9B-7-13

ORIGINAL

QUITCLAIM DEED

THIS QUITCLAIM DEED given on this 26th day of July, 1988, by the **UNITED STATES OF AMERICA**, acting by and through the **DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION**, hereinafter referred to as "F.H.A." to the **STATE OF OREGON**, by and through its **DEPARTMENT OF TRANSPORTATION, Highway Division**, hereinafter referred to as "State."

WITNESSETH:

WHEREAS, F.H.A. by deed dated January 31, 1974, recorded April 23, 1974, in Book 776, Page 290, Marion County Deed Records conveyed to State, certain lands to be used for Federal-aid highway purposes; and

WHEREAS, said deed provided that should State no longer need such lands for such highway purposes notice would be given to F.H.A., and such lands will revert to the UNITED STATES and to the agency which exercised control over such lands; and

WHEREAS, State by quitclaim deed recorded April 12, 1988, on Reel 613, Page 25, Marion County Records, conveyed three parcels of land which are hereinafter described; and

WHEREAS, the first parcel is being used for highway purposes and should not have been included in said deed; and

WHEREAS, for the purpose of correcting the error, F.H.A. will reconvey said property to State, and State will give another quitclaim deed omitting Parcel 1 described herein which is being used by State for highway purposes.

NOW, THEREFORE, F.H.A. hereby conveys and quitclaims unto State all of its right, title and interest in the following described lands, to wit:

PARCEL 1

A parcel of land lying in the SE¼ of Sectin 36, Township 6 South, Range 3 West, W.M., Marion County, Oregon and being that property des-

ignated as Parcel 6 and described in that deed to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded April 23, 1974 in Book 776, Page 290 of Marion County Record of Deeds.

The parcel of land to which this description applies contains 5.7 acres, more or less.

PARCEL 2

The parcel of land lying in the S½ of Section 36, Township 6 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded April 23, 1974 in Book 776, Page 290 of Marion County Record of Deeds; the said parcel being described as follows:

Beginning at the intersection of a line parallel with and 25 feet Easterly of the center line of the main track of the Burlington Northern, Inc. Railroad (formerly the Oregon Electric Railway) with a line parallel with and 170 feet Northwesterly of the center line of the Southbound lane of the Salem Parkway (formerly the Salem Freeway); thence Northeasterly parallel with said center line of the Southbound lane to a point opposite Engineer's Station "SB3" 132+00; thence North 34° 17' 44" East 332.35 feet; thence North 7° 44' 13" East 89.93 feet to a point opposite and 450 feet Westerly of Engineer's Station 1798+50 on the center line of the Pacific Highway; thence North 22° 40' East parallel with said Pacific Highway center line to a point opposite Engineer's Station 1796+10; thence North 21° 16' 10" East 410.12 feet to a point opposite Engineer's Station 1792+00 on said Pacific Highway center line; thence North 13° 34' 35" East 290.35 feet to the Southerly line of that property designated as Parcel 1 and described in that deed to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded in Book 772, Page 417 of Marion County Record of Deeds; thence Northwesterly along said Southerly line to said parallel line 25 feet Easterly of the center line of the main track of the Burlington Northern, Inc. Railroad; thence Southerly along said last mentioned parallel line to the point of beginning.

The center line of the Southbound lane of the Salem Parkway referred to herein is described as follows:

Beginning at Engineer's center line Station "SB3" 119+31.79 said station being 631.49 feet South and 2091.90 feet West of the East quarter corner of Section 36, Township 6 South, Range 3 West, W.M.; thence South 26° 50' West 185 feet; thence on a spiral curve right (the long chord of which bears South 29° 20' West) 500 feet; thence on a 1909.86 foot radius curve right (the long chord of which bears South 39° 30' West) 344.44 feet; thence on a spiral curve right (the long chord of which bears South 49° 40' West) 500 feet; thence South 52° 10' West

156.54 feet to Engineer's center line Station "SB3" 134+61.23 equals "SB" 134+61.23; thence on a spiral curve left (the long chord of which bears South 49° 40' West) 500 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears South 29° 11' 15" West 1031.94 feet to Engineer's center line Station "SB" 151+49.71.

The center line of the Pacific Highway referred to herein is described as follows:

Beginning at Engineer's center line Station 1775+00, said station being 822.11 feet North and 1407.85 feet West of the East quarter corner of Section 36, Township 6 South, Range 3 West, W.M.; thence South 22° 40' West 826.99 feet to Engineer's center line Station 1783+26.99 Back equals 1783+36.56 Ahead; thence continuing South 22° 40' West 2455.41 feet; thence on a spiral curve left the long chord of which bears South 21° 36' West) 400 feet; thence on a 3580.99 foot radius curve left (the long chord of which bears South 13° 00' 09" West) 808.03 feet to Engineer's center line Station 1820+00.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contais 15.66 acres, more or less.

PARCEL 3

A parcel of land lying in the SW¼ of Section 36, Township 6 South, Range 3 West and in the NW¼ of Section 1, Township 7 South, Range 3 West, W.M., Marion County, Oregon and being a portion of that property described in that deed to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded April 23, 1974 in Book 776, Page 290 of Marion County Record of Deeds; the said parcel being described as follows:

Beginning at the Southwest corner of that property designated as Parcel 2 and described in that deed to the State of Oregon, by and through its Department of Transportation, Highway Division, recorded in Book 772, Page 417 of Marion County Record of Deeds; thence Northeasterly parallel with and 137 feet Northwesterly of the center line of the Pacific Highway to a point opposite Engineer's Station 1815+00; thence Northeasterly in a straight line to a point opposite and 170 feet Northwesterly of Engineer's Station 1809+00 on said center line; thence North 7° 44' 13" East 220 feet, more or less, to a line which is parallel with and 270 feet Southeasterly of the center line of the Southbound lane of the Salem Parkway (formerly the Salem Freeway); thence Southwesterly parallel with said last mentioned center line to a line parallel with and 25 feet Easterly of the center line of the main track of the Burlington Northern, Inc. Railroad (formerly the Oregon Electric Railway); thence Southerly parallel with said main track center line to a point on the Westerly extension of the Southerly line of said property

designated as Parcel 2 in said State of Oregon deed, recorded in Book 772, Page 417; thence Easterly along said Westerly extension to the point of beginning.

The center line of the Pacific Highway referred to herein is described in Parcel 2.

The center line of the Southbound lane of the Salem Parkway referred to herein is described in Parcel 2.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contais 4.20 acres, more or less.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION,
FEDERAL HIGHWAY ADMINISTRATION

By Robert B. Rutledge
Robert B. Rutledge
Regional Counsel for the
Federal Highway Administrator

STATE OF OREGON)
)
COUNTY OF MULTNOMAH)

I, Donna Z. Juhnke, a Notary Public in and for the State of Oregon, do hereby certify that on this the 26th day of July, 1988, before me personally appeared Robert B. Rutledge, being to me personally well known and known by me to the Regional Counsel, Federal Highway Administration, and acknowledged that the foregoing instrument bearing date of July 26, 1988, was executed by him in his official capacity and by authority in him vested by law, for the purposes and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Division Federal Highway Administrator.

Witness my hand and seal this 26th day of July, 1988.

Donna Z. Juhnke
DONNA Z. JUHNKE
NOTARY PUBLIC-OREGON
My Commission Expires 10-14-90

Donna Z. Juhnke
Notary Public for Oregon

My Commission expires 10-14-90

9491.

22

February 26, 1988

ROW

The Honorable C. T. Houck
Senate Republican Leader
Oregon State Senate
S323 State Capitol
Salem, OR 97310-1347

COPIES 21-2
CN 305
I-5 P.

You inquired about the present status of the Highway Division's interest in property located at the Chemawa Interchange on I-5.

The property was deeded to the Highway Division in 1974 for "so long a time as needed for highway purposes", under the condition that, if this highway need were to cease to exist, the property would immediately revert to the U. S. Department of the Interior.

Recently, a survey was taken within the Department of Transportation, with the result that no highway use could be identified at this location. The results of this survey were made known to officials of the City of Keizer and an offer was made to assist them in receiving approval to make use of this property, if a valid local use could be found. Subsequently, the Federal Highway Administration has directed the Highway Division to take steps to transfer this property to the United States Government.

We are preparing legal descriptions of the property no longer needed. Once the descriptions are received, the property will be deeded back as required unless the City of Keizer provides the Highway Division with an alternate plan for its use.

Should you have any questions, please call.

Robert N. Bothman
Director

cc Mayor Bob Simon
Michael P. Hollern

bc Gary Potter
Don Forbes
Steve Green
Doug Luth
Bill Anhorn

DL: fn

SENATOR C.T. (CUB) HOUCK
SENATE REPUBLICAN LEADER
(503) 378-8176

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310-1347

February 10, 1988

Mr. Robert N. Bothman
Director
Dept. of Transportation
Transportation Building
Salem, OR 97310

Dear Bob:

Sometime ago (December 21, 1987) I received correspondence from you in regards to the status of the property owned by the Highway Division at Chemawa Interchange.

As you will recall, I've written you and Mr. Hollern, about my desire to see all excess properties in this area returned to the tax rolls or have some long range local public use.

I've been in contact with the City of Keizer in coordinating this effort.

Will you please advise me of the status of this property and the problems involved, if any, in achieving the above stated goals.

Sincerely,

C.T. "Cub" Houck
Senate Republican Leader

CTH:ml

cc: Michael P. Hollern
Mayor Bob Simon

Dan Adams - R/D by 2-23.

RECEIVED
STATE HWY ENGR
FEB 16 '88
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
REFER TO
FEB 12 1988
FOR
Info | Invest | R/C X | Reply Direct | Sign | Act | File

GENERAL FILES

9491

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer To
File No.: ROW

December 21, 1987

The Honorable C. T. Houck
State Republican Leader
1390 Valley View Drive NW
Salem, OR 97310

On December 9, members of the Highway Division met with officials of the City of Keizer to explore their need for the property owned by the Highway Division at Chemawa Interchange. As a result of that meeting, the Highway Division will hold off its intent to return this property to the federal government until Keizer officials have an opportunity to broach this issue with you and Congressman Smith.

The City of Keizer is concerned that the return of this property to the federal government will greatly delay the time when the property will be put to productive use. The Highway Division has assured the City that it will provide what reasonable assistance it can to address this concern and will continue to work closely with them to resolve this matter.

I will continue to keep you informed on the progress made on this matter and remain available to provide any further information you may find necessary.

Robert N. Bothman
Director

cc: Michael P. Hollern
Congressman Denny Smith

bc: Gary Potter
Larry Rulien
Don Adams
Steve Green
Cam Gilmour
Bill Anhorn

SG:bk rw

94/91 C

GENERAL FILES

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportatic

TRANSPORTATION BUILDING, SALEM, OREG

1278

Rulien
Need follow-up

November 30, 1987

The Honorable C. T. Houck
State Republican Leader
1390 Valley View Drive N.W.
Salem, OR 97304

D. R. ADAMS

Commissioner Hollern responded to an inquiry from you regarding property owned by the Department of Transportation in the southwest quadrant of the Chemawa Interchange. The Highway Division has reviewed their need for the property and has found that they have no potential use for the property. The Division is now exploring with the Federal Highway Administration the means of returning this property to the Federal Government.

While it is not anticipated that the return of the property to the Federal Government should take much time, the process may be slowed by an interest expressed by the City of Keizer in the future of the property. Members of the Highway Division staff will meet with the Keizer City Manager to inform him of the Highway Division's decision and to respond to the City's concerns.

I will continue to keep you informed on the progress of this matter and am available to provide any further information you may require.

Robert N. Bothman
Director

cc: Michael P. Hollern

bc: Gary Potter
Larry Rulien
Don Adams
Steve Green
Cam Gilmour
Bill Anhorn

DL:lkm rw

10-19

Don -

Called City Manager immediately upon receipt. We agreed to talk when Division review complete (expected by 10/30).

Steve

City of Keizer
930 Chemawa Rd. N.E. • P.O. Box 8900, Sp. 292
Keizer, Oregon 97303-0890 • (503) 390-3700

C

September 28, 19897

Don Adams,
Assistant State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97301

Re: Excess property Chemawa Interchange, File 47344

Dear Mr. Adams,

The City of Keizer is aware that the Highway Division is considering possible uses for the Highway Division owned property at the Chemawa Interchange.

This property is at a key entrance into the City of Keizer and, as such, the City is extremely interested in how and when it might be developed. The City is also aware that your acquisition of the property from the Department of the Interior included use restrictions which limited development of the property to highway or highway purposes, including use by the Parks and Recreation or Motor Vehicles Divisions.

The purpose of this letter is to advise you that the property is now within the City limits of the City of Keizer and, as such, any use of the property will have to comply with the City of Keizer Comprehensive Plan. Because of our recent annexation of this property from the City of Salem, Keizer has not yet had time to identify desirable Comprehensive Plan land uses for the property. The City would like to meet with you, and your staff, to discuss this property in greater detail including exploration of removing the use restriction. The City Council has appointed a committee consisting of three members of the City Council and the City Manager to discuss this matter in greater detail with representatives of the State. Please contact the office of the City Manager to discuss how a meeting of representatives of the City and State might be arranged.

Thank you for your cooperation in this matter.

10-16 Asked Status

Sincerely,

Roy Payne,
City Manager

RP:clm

RECEIVED
STATE HWY ENGR
SEP 30 '87
REFER TO
Green
FOR
Info | Init | R/W | D/R | Sig | Apt | File
X

GENERAL FILES

9491

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Don R. Adams
Assistant State Highway Engineer

DATE: October 12, 1987

FROM: ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Road Design Engineer

SUBJECT: Excess Property
Chemawa Road Interchange
File 47344

The attached right-of-way map has been reviewed per your August 26, 1987 request for present and future uses of the above-named property. Most of Parcel 1 was used for a street connection but approximately 1.8 acres (shaded yellow) was not used and we do not anticipate using it. Region should survey to determine an appropriate right-of-way line description. Parcels 2 and 3 were used during construction as a staging area and for a railroad shoofly. The land is not currently in highway use and no future use is anticipated.

Access to Parcel 1 would have to be from the old Chemawa Road.

Access to Parcel 2 could be granted from the new Chemawa Road at approximately "N" 7+50 which is beyond the Access Control Line. There is a depressed curb in place to provide access at this location.

Access to Parcel 3 is available from Ridge Drive at the southerly end of the parcel.

Additional access to either Parcel 2 or 3 may be possible along their westerly edges by crossing the railroad. No access to the freeway, parkway or their ramps will be allowed from any of the parcels.

DOC:TE:ge
Attachment

1-125-1367

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 26, 1987

In Reply Refer to
File No.:
ROW

TO: All Highway Division Section Heads

Dave Talbot, Administrator
Parks & Recreation Division

Dave Moomaw, Administrator
Motor Vehicles Division

FROM: Don Adams
Assistant State Highway Engineer

SUBJECT: Excess Property
Chemawa Road Interchange
File 47344

1 RDE			BPM
2 FDE	RECEIVED		LPC
FDS			LA
SE			LDS
LE	AUG 28 1987		RWD
LFE			LLC
LFS			HE
PDE	ROAD DESIGN SECTION		GTE
PDS			OFFICE

As part of our right of way settlement at Chemawa Interchange the Department of the Interior deeded three excess parcels to the Highway Division. This land was conveyed to us with a use restriction limiting development to highway or highway purposes. The restriction does not preclude use by the Parks and Recreation or Motor Vehicles Divisions.

Recent inquiries necessitate that we designate a use for the parcels or return the property to the Department of the Interior. The parcels in question are highlited on the segment of right of way map attached. (A vicinity map is also attached to orient you to the property location.)

Design revisions have incorporated much of parcel one and some of parcel three into the highway system. Parcel two was unaffected and is my major concern. However, any part of parcels one and three that have no highway potential will be defined and released.

Please review the area, consider possible uses of the land and report back to me by October 30, 1987. Uses should be projects for which you could budget in the next biennium.

Should you foresee no prospective use please respond nevertheless. Region and District will be asked to provide mapping and the necessary survey data to release the land not to be retained.

DA/jb
cc: John Grassman
Bill Anhorn

9491 C

ROW

STATE OF OREGON
HIGHWAY DIVISION - MAINTENANCE SECTION

INTEROFFICE MEMO

TO: Don Adams
Assistant State Highway Engineer

DATE: October 7, 1987

FROM: Jack Sullivan, P.E.
Maintenance Engineer

SUBJECT: **Excess Property**
Chemawa Road Interchange

Parcel 1 is of no interest to the Maintenance Section. However, it does appear that on the ground, Indian School Road now bisects the parcel.

Parcel 2 at one time was considered as a possible location for the Salem Maintenance Station if the new lab were constructed on its site. Since the new lab has been constructed elsewhere, there is no need to relocate the Salem Section. There are no other maintenance needs for this parcel.

Parcel 3 is nearly isolated between I-5 and the railroad. Access is limited. Region 2 has no interest in it as a stockpile site. I don't know of any other possible maintenance uses. Possibly it should be retained as a "freeway buffer" or for freeway expansion if a regional shopping center is developed in the Chemawa Road area. Regional shopping centers can generate significant vehicular traffic.

JS:dc

cc: W. E. Schwartz

RECEIVED
STATE HWY ENGR
OCT 8 '87
REFER TO
Green
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to Green
10-9

D. R. ADAMS

81-125-1387

Contains Recycle Materials

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

MOTOR VEHICLES DIVISION

1905 LANA AVENUE N.E., SALEM, OREGON 97314

DATE: September 29, 1987

TO: Don Adams
Assistant State Highway Engineer

FROM: Harvey B. Ward
Deputy Administrator

SUBJECT: Excess Property, Chemawa Road Interchange
File 47344

Dave Moomaw asked me to respond to your recent letter regarding this subject. I have found no interest here at DMV for any future use of the Chemewa Road Interchange property.

Just for your interest I am enclosing a memorandum from Russ Graham to Steve Green, regarding DMV's other interests in potential Highway Division properties.

Orig to Green
10-2

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STATE HWY ENGR
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cc: Dave Moomaw

MSW

MOTOR VEHICLES DIVISION

INTERNAL MEMORANDUM

RECEIVED
SEP 29 1987
OFFICE OF THE ADMINISTRATOR
MOTOR VEHICLES DIVISION

TO: Steve Green
Highway Div. Right of Way

DATE: September 28, 1987

FROM: Russ Graham RG
Assistant Administrator

REFER TO: ADM 6

SUBJECT: DMV Interest In Potential Highway Sites

As discussed with you on the phone the Division has a need to relocate offices. Our current needs include the following communities in priority sequence.

- We continue to want the property in Astoria and Tualatin. If at all possible we will start planning and design work early in this biennium so that we will be in a position to start working on the project as soon as the funds are available.

- We are currently looking for a suitable paved site to relocate our "mobile" office in Lakeview to a new location. If there is any possibility that Highway has property there suitable for our "mobile" unit and five parking places we may be interested.

- We are interested in relocating our Albany office to a location more in keeping with the community needs and our increased service delivery requirements. Ideally we would get off the interchange and locate closer to the drive course and the where the public travels in their daily business. We would need approximately an acre to meet our total needs for motorcycle testing and vehicles of all types.

- We will be relocating our Bend office at some point in the future, probably not before the next biennium where again we will require at least an acre of ground to meet all our requirements and ideally the location would be easily accessible to the public and an adequate drive course for testing. A new location should provide for oversize vehicles and trucks as we are now required to do truck testing at a remote location.

- Although of lower priority we will be considering relocation of Baker and LaGrande offices as service requirments and economics justify. In both of these situations we would require over a half acre property with access similar to what we need in Bend and Albany.

Any help you can provide about potential properties presently in the Highway inventory will be of help.

cc: Dave Moomaw
Harvey Ward
Michael Ward

96/91

STATE OF OREGON

INTEROFFICE MEMO

TO: Donald Adams
Assistant Highway Engineer

DATE: September 29, 1987

FROM: Steven Green
Right of Way Manager

SUBJECT: Surplus Disposal I-305

Attached is the surplus disposal form for the I-305 surplus property which has placed the obligational ceiling on Salem's IX funding. While I recommend your approval, it is important to note that the Region has recommended completely retaining four parcels and retaining a drainage easement over a fifth parcel. Retention of the four parcels will require that the Highway Division reimburse FHWA $108,400 to completely free Salem's IX funds and some additional payment may be required for the drainage easement.

Once your approval has been obtained, the Right of Way Section will begin disposal of these properties. However, we will not be able to complete any sales until descriptions have been prepared for the properties. Given the crunch which exists in the Description Unit, we may need to explore more creative ways to insure that these descriptions are prepared in a timely fashion.

SG
attachments
cc: Doug Luth

10/7/87
Approved
Follow up Parcels 10, 22A & 23
for better definitary of need.
map returned to Luth.

RECEIVED
STATE HWY ENGR
SEP 29 '87
REFER TO
Green
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Gen. File's Copy

81-125-1367

* THIS FORM COVERS ALL EXCESS PARCELS ON THE SALEM PARKWAY.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ABBREVIATED Property Disposal

Date: 9-28-87
File No: (VARIOUS)
Map No.: 9B-7-13
Section: CHEMAWA Rd - HICKORY ST
Highway: SALEM PARKWAY
County: MARION

1. District Engineer's report on the subject property:

Location description: — SEE ATTACHED —

(a) Will property be needed for maintenance or future construction? Yes_____ No_____ Comments: _____

(b) Would future private construction of building, signs, etc., be detrimental to sight distance? Yes_____ No_____

Comments: _____

(c) Mark approximate access location on attached sketch map. Are there special requirements for access permit?

Yes_____ No_____ Comments: _____

(d) Is the property visible from any State Highway? Yes___ No___

(e) Should all or part of the property be retained for scenic strip? Yes_____ No_____ Comments (If yes, describe part to be retained): _____

Sent ATTACHED Report From Region

(f) If appropriate, check with local governmental agencies regarding plans for future connecting streets, roads, service roads or other interest in acquiring this site._____

_____

_____

(g) What are the possibilities of non-highway access to property offered for sale, particularly in case of landlocked areas? Mark map._____

_____

(h) Can property to be retained be described? Yes_____ No_____ (Attach data; maps, documents, etc.) Will a survey be required to locate right of way? Yes_____ No_____

Approximate cost:_____

(i) Will buyer have to fence R/W for public safety? Yes___ No___

(If yes, describe fencing required):_____

_____

_____

District Engineer

2. Region Engineer's report on subject property:

(a) Is adequate area retained for future construction, channelizations, interchange, future widening, landscape, other? Yes_____ No_____ Number of existing lanes _____

Comments:_____

_____

(b) Review as to possible ultimate need due to location, widening, or straightening. Explain why no longer needed, if applicable._____

(c) Region Engineer's recommendations as to restrictions of use.

Access restriction? Yes_____ No_____ Give station(s)_____

Other:_____

(d) Region Engineer's recommendation for subject property.

Comments: See Attached

Region Engineer

3. Property Management Unit: THIS FORM COVERS All EXCESS Files ON THE Salem PARKway

Based on the above comments the sale will be subject to the following restrictions: A) SIGN and JUNKYARD CLAUSES; B) NOISE AND AIR CLAUSE C) ACCESS AS RECOMMENDED ON Attached REPORT FROM DMS D) 10' PERMANENT EASEMENT FOR DRAINAGE ON PARCEL #8;

Douglas A. Smith 9/28/87

Property Supervisor

4. Approvals:

(a) Disposal is (X) Approved
( ) Denied

Comments See attached memorandum.

Right of Way Manager

(b) Disposal is ( ) Approved
( ) Denied

Date

Assistant State Hwy. Engineer

94491

STATE OF OREGON

INTEROFFICE MEMO

TO: Doug Luth
Property Management Supervisor

DATE: Sept. 18, 1987

FROM: for Bill Anhorn
Region 2 Engineer

SUBJECT: Excess Property
Chemawa Road-Hickory Street
Salem Parkway
Marion County

We are returning, attached, R/W map 9B-7-13, which identifies 27 parcels of property.

The following are our recommendations:

Parcel No. 1 - Sell, access Locust and Hickory Streets.
2 - Sell, access Taylor and Hickory Streets.
3 - Sell, access Fourth and Taylor Streets.
4 - Sell, access Fourth Street and Tyron Avenue.
5 - Sell, access Bliler Avenue.
6 - Sell, access Bliler Avenue.
7 - Sell, access Tyron Avenue.
8 - Sell w/10' permanent drainage easement, access Bliler Avenue.
9 - Sell, access from Shangri-La Avenue or 7th Place.
Portion — 10 - Retain.
11 - Sell, access Plymouth Drive.
12 - Sell, access Candlewood Drive.
13 - Sell, access Candlewood Drive or Brooks Street.
14 - Sell, access Brooks Street.
15 - Sell, access Candlewood Drive.
16 - Sell, access Candlewood Drive.
17 - Sell, access Pleasant View Drive.
18 - Sell, access Pleasant View Drive.
19 - Sell, access Shady Lane.
20 - Sell, access Mainline Drive.
21 - Sell, access Mainline Drive.
22a- Retain.
22b- Sell, landlocked.
23 - Retain.
Portion agree. — 24 - Retain.
25 - Sell, retain access to bikeway if City of Keizer concurs, access Wiessner Avenue and Claxter Road.
26 - Sell, access Ridge Drive.
27 - Sell, retain 30' permanent drainage easement, access Ridge Drive.

Approved _____, DMS Date 9/18/87

Approved _____, RME Date 9-18-87

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Doug Luth
PROPERTY MANAGEMENT SUPERVISOR

DATE: September 27, 1987

SUBJECT: Excess Property
Chemawa Road - Hickory Street
Salem Parkway
Marion County

The following are our reasons for retaining certain parcels of surplus property on the Salem Parkway:

Parcel No. 10, File No. 44587: Retain for required grade change of Cherry Avenue for future grade separation.

Parcel No. 22A, File No. 47197: Retain for relocation of Frontage Road and future grade separation at Verda Lane.

Parcel No. ~~23~~ 24, File No. ~~44591~~ 44591 OK: Retain to accommodate grade separation of Verda Lane. Parcel is also land locked, quite narrow, and contains several highway appurtenances. Retention of parcel would provide continuity of right-of-way width.

Parcel No. ~~24~~ 23, File No. 44560: Retain to accommodate grade separation of Verda Lane.

We did not retain a copy of the right-of-way map showing the parcel numbers so we advise you to check the file numbers.

Dwayne Hofstetter
REGION MAINTENANCE ENGINEER

DH/kjp

0925K2

cc: John Grassman

Rd

RECEIVED

81-125-1387

SALEM PARKWAY-RETAIN PARCELS

PCL #	FILE #	$ WITHHELD
1) 10	44587 =	$87,700
2) 22A	47197 =	θ
	47673 =	θ
3) 23	44560 =	$7,925
4) 24	44591 =	$12,775
	TOTAL	$108,400

CC - Green
9/21/87

9471

GENERAL FILES

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 14

TO: Don Adams
Assistant State Highway Engineer

DATE: September 9, 1987

FROM: Pieter Dykman, Research Unit Supervisor
Environmental Section

SUBJECT: Excess Property
Chemawa Road Interchange
File #47344

Staff has reviewed parcels 1, 2, and 3 of the above referenced file, and have concluded that none of the parcels have any utility as sites for environmental mitigation. As a consequence, we recommend, absent another reason for retention, that the parcels be returned to the Department of Interior.

leb

-

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STATE HWY ENGR
SEP 10 '87
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FOR
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D. R. ADAMS

125.1387

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NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 26, 1987

In Reply Refer to
File No.:
ROW

TO: All Highway Division Section Heads

Dave Talbot, Administrator
Parks & Recreation Division

Dave Moomaw, Administrator
Motor Vehicles Division

FROM: Don Adams
Assistant State Highway Engineer

SUBJECT: Excess Property
Chemawa Road Interchange
File 47344

As part of our right of way settlement at Chemawa Interchange the Department of the Interior deeded three excess parcels to the Highway Division. This land was conveyed to us with a use restriction limiting development to highway or highway purposes. The restriction does not preclude use by the Parks and Recreation or Motor Vehicles Divisions.

Recent inquiries necessitate that we designate a use for the parcels or return the property to the Department of the Interior. The parcels in question are highlited on the segment of right of way map attached. (A vicinity map is also attached to orient you to the property location.)

Design revisions have incorporated much of parcel one and some of parcel three into the highway system. Parcel two was unaffected and is my major concern. However, any part of parcels one and three that have no highway potential will be defined and released.

Please review the area, consider possible uses of the land and report back to me by October 30, 1987. Uses should be projects for which you could budget in the next biennium.

Should you foresee no prospective use please respond nevertheless. Region and District will be asked to provide mapping and the necessary survey data to release the land not to be retained.

DA/jb
cc: John Grassman
Bill Anhorn

Form 734-3122 (1-87)

9471

NEIL GOLDSCHMIDT
GOVERNOR

Oregon Transportation Commission

PO BOX 6119, BEND, OREGON 97708

In Reply Refer to
File No.:
ROW

August 25, 1987

The Honorable C. T. Houck
Senate Republican Leader
S323 State Capitol
Salem, OR 97310-1347

Dear Senator Houck:

Upon receipt of your July 27 letter, I checked with Bob Bothman concerning the property in the southwest quarter of the Chemawa Road Interchange.

I am told that the property was deeded to the Highway Division as part of the purchases for the development of the Chemawa Road Interchange. The deed conveying this property has a restriction which allows only a use oriented toward the Department of Transportation. Thus, it is not a tract similar to the Keizer Little League parcel that the Highway Division could sell.

The Highway Division will undertake a study of potential near-term uses of the property. Within 90 days, we should have a determined use or be prepared to return the property to the Department of the Interior.

Sincerely,

Michael P. Hollern
Chairman

bc: Robert N. Bothman
Larry Rulien - Please follow up.
Steven Green
Gary A. Potter

JWD:cm rw

731-0245 (4-87)

SENATOR C. T. (CUB) HOUCK
SENATE REPUBLICAN LEADER
(503) 378-8176

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310-1347

S 323

Bob Bothman -
Draft response, please.
Mike

July 27, 1987

Mr. Michael P. Hollern
Chairman
Oregon Transportation Commission
P.O. Box 6119
Bend, Oregon 97708

Dear Mr. Hollern

You will find enclosed copy of a letter I received which pretty well describes the property I am inquiring about.

I would like to know what the possibilities are for the State of Oregon releasing the property for sale to both public and private bodies. I am not particularly interested in the federal ownership of the request.

I appreciated the action taken on a similar piece of property that was sold to the City of Keizer for their Little League and a possible park. I wonder if this excess property should not be put back on the tax rolls.

I will look forward to hearing from you. Thank you for your assistance.

Sincerely,

C.T. (Cub) Houck
Senate Republican Leader

CH/Sj

Ltr to Chairman
R/L for Houck's signature
by 8-17-87

RECEIVED
STATE HWY ENGR
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REFER TO
Steve Green
FOR
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A MEMBER OF THE SEARS FINANCIAL NETWORK

COLDWELL BANKER

MOUNTAIN WEST
REAL ESTATE, INC.

1011 COMMERCIAL STREET NE #100
SALEM, OR 97301
BUS (503) 588-3531

June 3, 1987

Congressman Denny Smith
5th District
PO Box 13089
Salem, Oregon 97309

ATTN: Tony Williams

Dear Mr. Williams:

This letter is to verify and formalize my intent to discuss the possible use of the Chemawa/I-5 property for private commercial uses.

I believe the southwest corner of that intersection which is currently under control of the State of Oregon Highway Division should be challenged for private use. In addition the western most portion of the Chemawa Indian School land next to I-5 should also be made available for sale.

Funds generated and future taxable revenue income would greatly benefit the Federal Government, and the people of Oregon.

I believe it is obvious that these two sites are surplus to current governmental uses and further that they are the most viable I-5 development sites benefiting both Salem and Keizer. They should receive immediate attention for use by the governments concerned or placed into private use by my firm.

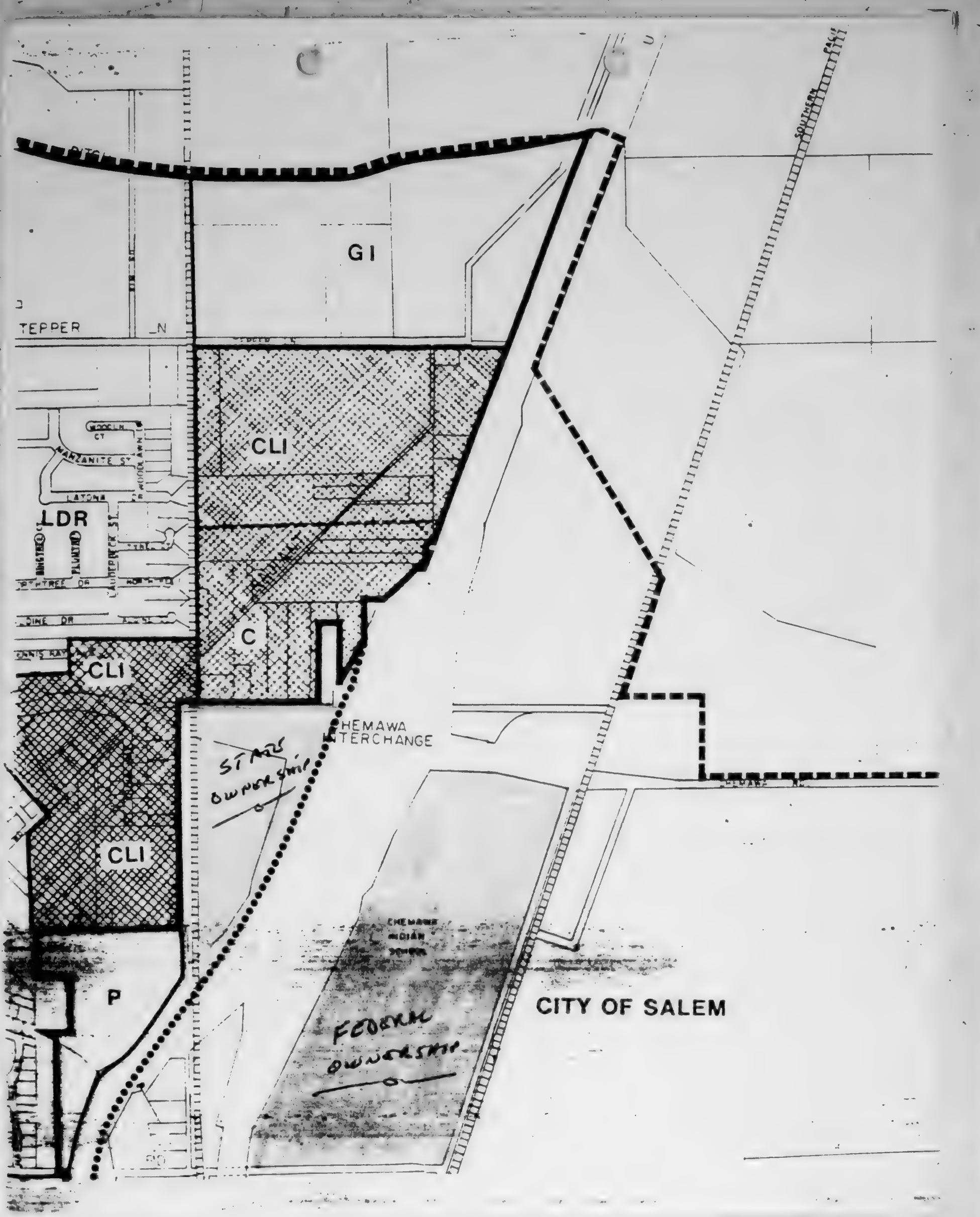
I hereby request a personal interview at your earliest convenience to discuss this project further.

Sincerely,

Frank A. Lamb
Associate Broker

FAL/sas

An Independently Owned and Operated Member of Coldwell Banker Residential Affiliates, Inc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CHEMAWA
INTERCHANGE
CITY OF SALEM

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ROW

DATE: January 14, 1988

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Larry Rulien
State Highway Engineer

SUBJECT: File 47344 - Bureau of Indian Affairs
Chemawa Road - Hickory Street Section
Marion County
FAP I-305-5(2) 260

I received your January 5 reply to the State Highway Division's earlier inquiry. The Division is going to immediately proceed with securing descriptions of land no longer needed for highway purposes. As soon as these descriptions are available, they will be forwarded to your office.

If you have any questions regarding the above, please call Steve Green at 378-6299.

Form 734-3122 (1-87)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

January 5, 1988

IN REPLY REFER TO

HRW-OR

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
File 47344 - Chemawa Indian School Land

Property Management Supervisor Doug Luth's letter dated December 28, 1987 requested information on the process the Oregon State Highway Division should follow to acquire the outstanding interest to portions of land identified as File 47344 which is no longer needed for transportation purposes. Reversionary interest to the land is held by the United States of America under the jurisdiction of the Bureau of Indian Affairs, U. S. Department of Interior. Therefore, we suggest you contact the Bureau of Indian Affairs for a determination on the acquisition of the land for non-highway purposes.

Rights to the land for highway purposes were transferred by deed dated January 31, 1974 to the State of Oregon by and through its Department of Transportation, Highway Division by the Federal Highway Administration with the consent of the U. S. Department of Interior under the provision of Title 23, U.S. Code, Section 317. Transfer of the rights to the land were based in part on the condition "...for so long a time as such are needed for highway purposes upon the express condition that if, at any time, the need for highway purposes shall no longer exist, notice of the fact shall be given by State to Department and such land shall immediately revert to the United States of America

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Green
FOR

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		X				

Don - R/R.

Rough draft due
by 1/18
cm

and to the control of the Department of Interior as such control existed prior to this instrument;". Consequently, based on the conditions under which the land was conveyed, it is now necessary that you provide us with a description of the land no longer needed for highway purposes, in a form suitable for recording.

Should you have any questions regarding the above comments, please contact us.

Sincerely yours,

John D Wichman

for Dale E. Wilken
Division Administrator

cc:
OSHD (Steve Green, R/W)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N. E.
Salem, Oregon 97301

October 21, 1987

IN REPLY REFER TO

HRW-OR/

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-305-5(2)260
Terminated Interstate 305
File No. 47239

As requested by Property Management Supervisor, Douglas J. Luth, in his October 9, 1987 letter, we have reviewed Keizer City Manager, Roy Payne's letter dated October 8, 1987.

Mr. Payne's letter requests that the City of Keizer's proposal to reuse 5.989 acre portion of file no. 47239 as a public park be re-evaluated as qualifying under the provisions of 23 CFR, Part 480, for reuse without requiring a credit to Federal funds. File 47239 was acquired for the construction of Interstate 305 which was subsequently withdrawn September 30, 1977.

Requirements of 23 CFR, Part 480 states that lacking a submission by the State for waiver of payback and actual reuse within 10 years of withdrawal, the pro-rata share of the current fair market value of the property be credited to Federal funds. Consequently, because of the time period restriction, the subject property no longer qualifies for a reuse without a credit to Federal funds.

Mr. Payne's letter suggests that the property was not available for reuse until the needs of the Salem Parkway were determined,

NOTED
W. E. SCHWARTZ
cy- Adams
Schwartz

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OCT 21 '87
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consequently, July 1981 should be the beginning of the 10-year period since that was when the final EIS was approved for the Chemawa Interchange and the Salem Parkway projects. It should be noted that the re-use of property acquired for Interstate 305 and ultimately incorporated into the Salem Parkway was subject to the same provisions of 23 CFR, Part 480, including the 10-year limitation.

Should you have any additional questions concerning the above comments, please contact us.

Sincerely yours,

John D Wickman

for Dale E. Wilken
Division Administrator

cc:
OSHD (Steve Green, R/W)

jc cc: OSHD (Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Marion	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
9/30/87	D. B. Carter, Area Engineer 9-30-87	IX-1525(3)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
5/23/84	2/7/85	100 %	500 C.W.D.

LOCATION
Ridge Drive to Pine St. N.E. section of FAU 1525, Salem parkway in the Sity of Salem, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RIDGE DRIVE N.E. - PINE STREET N.E.
SALEM PARKWAY
Grading, Drainage, Structure, Paving & Signals

This project provided for the construction of a new 4-lane urban parkway on new alignment.

The final cost of the original contract bid items was $5,975,653.50 or a 0.05 percent overrun of the contract bid amount of $5,972,672.75. The final cost of the project including all changes and construction engineering was $7,019,715.63.

All participating work has been completed. All signing and striping is complete.

A final inspection of the completed work was made on September 23, 1985. At the time of the inspection several minor items needed to be done before final acceptance. These items of work have since been completed.

- DBC -

RECEIVED
STATE HWY ENGR
OCT 2 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ Cy
10/7

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: David B Carter		SIGNATURE: [illegible]	
TITLE: Area Engineer	DATE: 9/30/87	TITLE: District Engineer A	DATE: 10/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

April 27, 1987
IN REPLY REFER TO

HRW-OR

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Terminated Interstate 305

The enclosed memorandum from the Federal Highway Administrator, R. A. Barnhart, approves your February 20 request to reuse without credit to Federal funds, the portions of right-of-way obtained for I-305 utilized in the construction of Oregon Project IX-1525(2).

The lands in excess of IX-1525 right-of-way needs acquired under Project I-305-5(2)260 are to be disposed of as soon as possible. Credit to Federal funds is to be in accordance with Property Manager Jim Dixon's memorandum to the file dated February 24, 1987.

Sincerely yours,

John D Wilken

for Dale E. Wilken
Division Administrator

Enclosure
Cy R. A. Barnhart Memo (4/1/87)

cc:
OSHD (J. B. Boyd, R/W) w/encl

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
APR 27'87
REFER TO
FOR
Info | Invest | R/W | D.E. | T.E.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Washington, D.C. 20590

Subject: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Modified or Terminated Projects

Date: April 1, 1987

Reply to Attn. of: HNG-13

From: Federal Highway Administrator

To: Mr. M. Eldon Green
Regional Federal Highway Administrator (HRA-010)
Portland, Oregon

Your March 3, 1987, office memorandum provided a proposal of the Oregon Department of Transportation to reuse, without credit to Federal funds, portions of right-of-way obtained for I-305 which was withdrawn from the Interstate System on September 30, 1977. This right-of-way was reused for project IX-1525 (Salem Parkway) which extends the entire length of the terminated Interstate project and was funded with Interstate substitution funds. Because reuse conforms with the requirements of 23 U.S.C. 103(e)(5)(B) and 23 CFR 480.107, I have determined that no credit to Federal funds is required for the property used for project IX-1525.

Design standard changes between I-305 and the Salem Parkway resulted in less right-of-way being needed for the substitute project than that acquired for the planned Interstate facility. The State proposes to sell the excess property. They should do so according to 23 CFR 480.109(b) as soon as practicable. The credit to Federal funds should be based on sales procedures which provide for competition to the maximum extent practicable and are designed to result in highest possible return. The amount credited to Federal funds should be computed by applying the Federal percentage of participation in cost of the original acquisition to the sale proceeds (after deducting actual and reasonable selling or fix-up expenses).

Ray Barnhart

R. A. Barnhart

DATE: February 20. 1987 ROW

TO: Dale Wilken
Division Administrator
Federal Highway Administration

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Reuse of Properties
Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street Section
Interstate 305

The Salem Parkway has been recently completed on Project IX-1525(2). The present problem is to clear the reuse of this property acquired for the withdrawn interstate project I-305-5(2)260. Attached is a waiver of the payback for the reuse of the I-305 property incorporated into the Salem Parkway without being required to make a credit to federal funds as provided by 23 CFR 480.107. We request your approval of this reuse.

A right-of-way map showing the properties obtained for I-305-5(2)260 and utilized for the Salem Parkway delineated in yellow is attached. We also have included construction maps to assist you in this decision.

A small scale map of Salem with the final alignment of the Salem Parkway, Liberty-Commercial Couplet, Front Avenue, Pringle Parkway, Mission Street final route colored in blue is included for your information.

Enclosures

bc: J. B. Boyd

ESH:JBB:cm

APPLICATION TO REUSE PARCELS OF LAND ACQUIRED
WITH INTERSTATE MONIES FOR THE CONSTRUCTION OF THE SALEM PARKWAY
IN THE CITY OF SALEM, STATE OF OREGON

1. I certify that at the time of acquisition in 1970 through 1974 the subject parcels were purchased and were intended to be used for the construction of I-305, from Chemawa Road to Hickory Street, which was a connecting link with I-5 to the center of Salem, Marion County, Oregon.

2. I certify the withdrawal date was 9/30/77 for Project I-305-5(2)260.

3. There was no Final Impact Statement completed on Project I-305-5(2)260.

4. $2,785,640 was the total amount expended on this project. The majority of the property will be utilized for the Parkway and the excess sold and federal funds credited.

5. I find that the parcels purchased for the Salem spur have now been used for the Salem Parkway under project IX-1525(2).

6. The subject parcels have been used for the construction of the Salem Parkway from its connection with I-5 at the Chemawa Interchange on the north; southwesterly connecting with a city street couplet on Liberty and Commercial which will eventually connect through the Front Avenue project; the Pringle Parkway and Mission Street to reconnect with I-5 at the Santiam Interchange on the southeasterly side of the City of Salem. For this reason and since it is to be used for a public transportation facility, and a continued feeder route to I-5 through the interchanges at the north and southeast sides of Salem, will continue to serve the transportation needs of the State of Oregon, a credit to federal funds for those portions incorporated in the Parkway is not believed necessary.

7. I certify that all reviews, approvals or concurrences by state, regional and local officials or planning organizations required under the law for the construction of the Salem Parkway have been obtained. I also certify that these parcels will not affect any historical resource on or eligible for inclusion in the National Register of Historic Places.

8. I certify the rights under State law of persons owning property in the right-of-way immediately prior to such parcel being obtained by the State have been observed.

9. I certify that proposed substitute use for these parcels in all respects consistent with State law.

10. The approved use of the subject parcels has already been made and no major alteration in the proposed reuse will be made without the consent of the Administrator.

Based on the above findings and certifications the Oregon State Department of Transportation, Highway Division, hereby certifies for the reuse of the subject parcels and having met the requirements of 23 CFR 480.107 request approval of this reuse without being required to make a credit to federal funds.

Dated 2/19/, 1987.

L. W. Rulien
State Highway Engineer

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
JAN 26'87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

January 22, 1987

IN REPLY REFER TO
HRW-OR/

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 29 1987

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Interstate 305

This office recently approved the final right-of-way plan for project IX-1525(2), Salem Parkway, clearing the way to address items related to the property acquired for the withdrawn Interstate project I-305-5(2)260.

We recommend that you request a waiver of the pay-back for the reuse of the I-305 property incorporated into the Salem Parkway without being required to make a credit to Federal funds as provided by 23 CFR 480.107.

We also recommend that you develop a proposal for the disposition of the property acquired for I-305 which is excess to the needs of the Salem Parkway. The I-305 project was withdrawn on September 30, 1977, consequently, September 30, 1987 will establish the end of the ten year time limit during which actions can be taken which affect the extent and manner to which a credit to Federal funds will be required.

Past reviews by this office of the property management activities related to the property acquired for I-305 have revealed a significant number of errors related to inappropriate charges to Federal funds. Consequently, a meeting should be held in the near future for the purpose of identifying what corrective actions should be undertaken in regard to the inappropriate charges made to Federal funds.

Sincerely yours,

John L. Wickman

Dale E. Wilken
Division Administrator

E. S. HUNTER
1-29-87

cc:
OSHD (Gary Potter, Prgm Mgmt)
OSHD (J. B. Boyd, R/W)

Bruce - Als jump on this one so that we can clean up the errors and dispose of the property before Sept. 30, 1987
EH

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

November 21, 1986

IN REPLY REFER TO
HRW-OR

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-1525(2)
Chemawa Road - Hickory St Section
Salem Parkway - Marion County

Mr. Gary Potter's October 29, 1986 letter requested our approval of the final revised right-of-way plans for the subject project. We believe the plan requires further refinement and are returning one unapproved copy to you.

During our review of the plans it was noted that the access control limits were not consistently shown and appeared to be mislocated, in some instances, resulting in the frontage roads and culdesacs being located within the access control area. On November 19, 1986 these findings were discussed with Right-of-Way Manager J. B. Boyd, Property Supervisor Jim Dixon, Right-of-Way Descriptions Supervisor George Strohm and there appeared to be unanimous agreement that the plans required further refinement.

If you have any questions concerning our comments, please let us know.

Sincerely yours,

John D Wilken

Dale E. Wilken
Division Administrator

Enclosure
Unapproved Rev Plan

cc:
OSHD (Gary Potter, Prgm Mgmt)
OSHD (J.B. Boyd, R/W)

NOTED
E. S. HUNTER
11-24-86

Christensen Dls
make the nessary corrections as soon as possible. There is a buyer for Loomis opens property
ESH

RECEIVED
STATE HWY ENGR
NOV 24 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMI(RATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80236

2A. COUNTY NAME
Marion

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
April 1, 1984

8. FEDERAL ROUTE NUMBER
FAU 1525

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Ridge Drive - Pine St. N. E.

11. GENERAL DESCRIPTION OF WORK
Construct drainage curb and repair damages to bike path from erosion.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AWARDED PROJECT~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/1/84 as requested in Mr. Fredrickson's letter of 6/26/86 as being cost effective for the use of City of Salem forces to proceed with the above work.

State Force Order No. 14 and 14 Supp. is approved to a TEC of $1,244.01; Federal Funds $1,057.00.

RECEIVED
STATE HWY ENGR
JUL 7 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Let | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/3/86	G. K. Hassmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

September 11, 1985

City of Salem
City Hall
555 Liberty S.E.
Salem, OR 97301

AGR

MISC. CONTRACTS and
AGREEMENTS No. 11341

Attention: Ramona Hudson
City Recorder

Attached for your files is a fully executed copy of a supplemental agreement clarifying maintenance and power responsibilities for the traffic signals and illumination along the Salem Parkway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

rw

Attachment

bc: Gary Potter W/Att. Agree.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

July 29, 1985

IN REPLY REFER TO

HRW-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project I-305-5(2)
Chemawa Road - Hickory Street Section
Files 45009 and 45010

As requested by Property Supervisor Jim Dixon in his July 22, 1985 letter, we approve the location of the right-of-way and access control line which establishes the southeasterly right-of-way limits for Oregon Poject IX-1525(2) as it relates to files 45009 and 45010. Also, we agree with the determination to dispose of the excess portions of the two files.

Prior to disposal of the excess property, the feasibility of allowing temporary access to the property for some specific period of time should be studied. This can be accomplished by establishing temporary right-of-way and access control limits adjacent to Cherry Avenue where excess right-of-way is being retained to accommodate the possible future construction of an interchange.

It is presumed that by allowing access to the property for a specific time period, calculated on a conservative estimate of when the future interchange would be constructed, a substantial increase in the sale proceeds could possibly be realized from the disposal of the property.

Sincerely yours,

John D Wichman
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Jim Dixon, R/W)
OSHD (Gary Potter, Prgrm Mgmt)

7-31-85
Boyd - please be very careful with temporary access, they become permanent. In this particular case I don't think we should allow any
ESH

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80236

2A. COUNTY NAME
Marion

7-29-85

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10-2-84

8. FEDERAL ROUTE NUMBER: FAU 1525.

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Ridge Drive - Pine Street N. E.

11. GENERAL DESCRIPTION OF WORK
Construct traffic separator island

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization dated 10-2-85 as requested in Mr. Fredrickson's letter of 7-17-85 as being cost effective for the use of City of Salem forces to proceed with the above work. State Force Order No.15 representing work to be performed by City of Salem Forces is approved for a TEC of $950 Federal Funds $808.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR
Info | Invest | R/D | C/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/29/85	D. K. Hoosier	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 21, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

COM 5
#9491

Gentlemen or Ladies:

On February 21, 1985, we wrote to you concerning release of final payment on Contract No. 9491 awarded to R. A. Hatch Co. for work on the Ridge Drive NE-Pine Street NE Section of FAU 1525 in Marion County.

Final payment on this contract is $1,957.18. The total contract amount is $6,210,045.69 including $5,570.33 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

r11

9491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
IX-1525(3)	See Below

3. FROM	4. PROGRAM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division 11-29-84	5. ITEM NO. 80236	Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/9/84	FAU 1525	City Street

10. GENERAL LOCATION:

Ridge Drive NE - Pine Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK

Furnish and install State Traffic Signal Controller Program W40R and prom boards at six intersections

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
DEC 3'84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/9/84 as requested in Mr. Fredrickson's letter of 11/20/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 - Supplemental is approved for a TEC of $5,000; Federal Funds $4,250.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/84	G K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Salem

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager November 1, 1984
Right of Way Section

J. H. Versteeg
Road Design Engineer

File 54226
Chemawa Road-Hickory Street Section
Salem Parkway Highway
Marion County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

Salem 1

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: D. O. Christensen
Region 2 Engineer

DATE: October 15, 1984

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Salem Parkway Bicycle/Pedestrian Path
Chemawa Road-Cherry Avenue Section
Salem Parkway

Correspondence by Richard W. Schmid to Ron Merry dated September 9, 1984 and a follow-up letter by D. O. Christensen to Marlin D. Brinkley dated October 9, 1984 refer to the subgrade and surfacing design on this project and a project previously constructed on State Street.

The statement that the State Street path is over ten years old and still in good condition apparently is the criteria being used to establish the surfacing design for future paths.

In the spring of 1980, a sewer line under city contract was installed adjacent to the State Street Bike Path from the crossing at Mill Creek to the I-5 structure. The contractor used the bike path for a haul road and a foundation for his excavation. The surfacing of the bike path was completely broken up and was overlayed in the summer of 1980.

Due to the fact that the surfacing on the State Street Bike Path is only four years old rather than ten years old, it may be necessary to reevaluate surfacing designs before making a final decision.

FET:RPS:ge

cc Ralph Lambert
Ronald J. Merry
Dave Chamness
Cliff Lehman
Hal Versteeg
Rosalyn A. Daniels
Robert Hansen
Richard Schmid
John Gunter

1 Versteeg ✓
2 Anderson
Adams
Edwards ✓
2 Terpin
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Contains Recycled Materials

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

1 Versteeg
Anderson
Adams
Macnab
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2 Terpin
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RECEIVED
OCT 10 1984
ROAD DESIGN SECTION

3 Grossman

In Reply Refer To
File No.:
Do Not File
Return To
Bring Up
Action

October 9, 1984

City Of Salem
325 City Hall
555 Liberty St.
Salem, OR 97301

Attn: Marlin D. Brinkley, P.E.
City Engineer

Subj: Salem Parkway Pedestrian/Bike Path
Chemawa Road-Cherry Avenue Section
Salem Parkway
Marion County
Your File: W.O. #77 0 355
Contract Nos. 9491 & 9568
324-1079 & 624-1084

This is in reply to your letter dated September 27, 1984, with its attachments pointing out deficiencies in the above-captioned pedestrian bikeway.

As a result of the field inspection by the Salem Area Transportation Bicycle Advisory Committee on September 11, 1984, the State has taken the following action regarding the deficiencies detailed in Richard Schmidt's letter to Ron Merry dated September 19, 1984:

> Holes in the Pavement-- We have reviewed this carefully and the holes in the pavement have all been repaired by either State or contract forces.
>
> With regard to your comment about the method of construction used on this bikeway compared to the State Street bikeway, there is no question that the State Street design of four inches of aggregate base topped

Grossman
See me

with two inches of Class "C" asphaltic concrete is superior to the six inches of cement treated soil topped with three inches of Class "C" asphaltic concrete. This office will recommend aggregate base under all future bikeways in Region 2.

Vegetation Growing through the Pavement-- There is no question that this is becoming a problem on the main bikeway and State forces have sprayed the area and will monitor the surface condition in the future.

Side Street Connectors-- These have all been sprayed with soil sterilant and repaired by State forces.

Claggett Creek Crossing-- This was repaired by State Forces and it will be monitored to correct any problems in the future.

Culvert Crossing-- The Culvert Crossing has been repaired and is now safe for the cyclist.

Landscape Maintenance-- The weeds and long grass throughout the above-captioned section has been mowed and will be maintained in a satisfactory condition in the future.

New Bikeway Section-- The section of the Bikeway constructed under Contract #9568 has been corrected by the contractor to meet the State's specifications.

The Bikeway as constructed now meets the plans and specifications prepared by the State for these projects. The resulting product is not satisfactory with the State and it is apparent changes in the design and specifications are appropriate. In the future, bikeways constructed in Region 2 will follow the

standard used on the State Street Project, which included two inches of Class C asphaltic concrete, four inches of aggregate base and soil sterilant on the subgrade.

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
D. O. Christensen
REGION ENGINEER

DOC/TWL:vlw

cc: Ralph Lambert
Ronald J. Merry
Dave Chamess
Cliff Lehman
Hal Versteeg
Rosalyn A. Daniels
Robert Hansen
Richard Schmidt
Ken Karnosh
John Gunter

1401 CL84-154

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 21 1984
NORMA PAULUS
SECRETARY OF STATE

August 17, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9491

Pacific Steelock Fence Company
2300 E. 2nd Street
Vancouver, WA 98661

Attention: Marge O'Rourke
Owner

Gentlemen or Ladies:

This will acknowledge your letter of August 8, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Pacific Steelock Fence Company
AMOUNT:	$4,443.46
FOR:	Retainage for fencing supplied and installed
AGAINST (Prime contractor)	R. A. Hatch Co.
CONTRACT NO.:	9491
PROJECT:	Ridge Dr. NE-Pine St. NE (Salem) Section of FAU 1525, Marion County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
PO Box 6179
Bend, OR 97708

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

8-22-84 sign

731-0188

For A Free Estimate Call: 694-7875

PACIFIC STEELOCK FENCE COMPANY

2300 East 2nd St. • Vancouver, WA • 98661

August 8, 1984

Robert Gormsen
Oregon Transportation Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

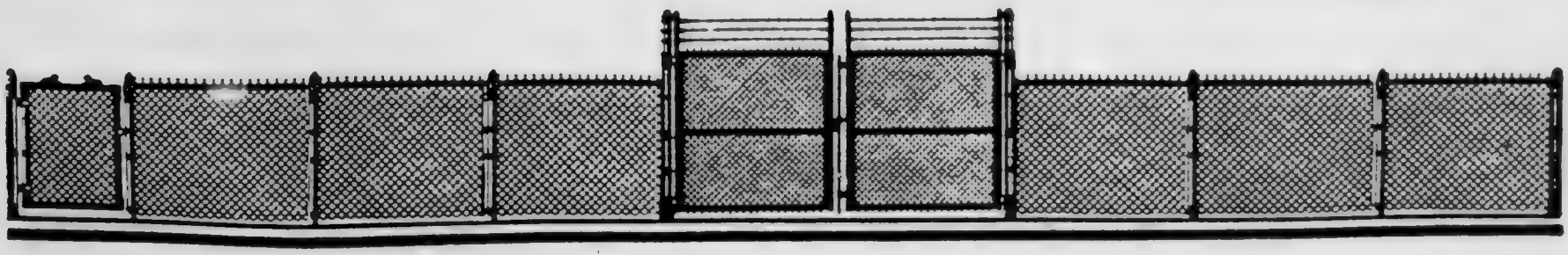
To Robert Gormsen:

Notice is hereby given that the undersigned, Marge O'Rourke dba Pacific Steelock Fence Company has a claim for retainage for fencing supplied and installed in the sum of $4,443.46 against the bond taken from R. A. Hatch Co. for the work of Ridge Dr. N. E. to Pine St. N. E. Oregon State Highway Department Project # 9491.

Marge O'Rourke

Marge O'Rourke
Owner

RECEIVED
AUG 10 1984
TRANSPORTATION SERVICES
DEPARTMENT OF TRANSPORTATION



Salem Parkway

ROAD DESIGN SECTION DES 16

J. W. Dixon
Right of Way

August 16, 1984

Donald L. Trout
Final Project Coordinator

Files 44570 & 46924
Chemawa Rd.-Hickory St. Section
Salem Parkway Highway
Marion County

Here is correspondence on the subject file. The property is located south of the highway behind the Foursquare Church at Broadway St. and Tryon Ave. N.E.

It is recommended the property be sold with junkyard, noise and air pollution clauses and with no access to highway.

This was approved by Mr. E. S. Hunter, Assistant State Highway Engineer, on August 15, 1984.

TE:bn

Atch.

1471

DEDICATION & OPENING CEREMONIES FOR THE SALEM PARKWAY AND CHEMAWA INTERCHANGE

SUNDAY MORNING - JULY 29, 1984

EAST OF BROADWAY AVENUE ON THE SALEM PARKWAY

Orig to Franke
7-24-84/RW

AGENDA

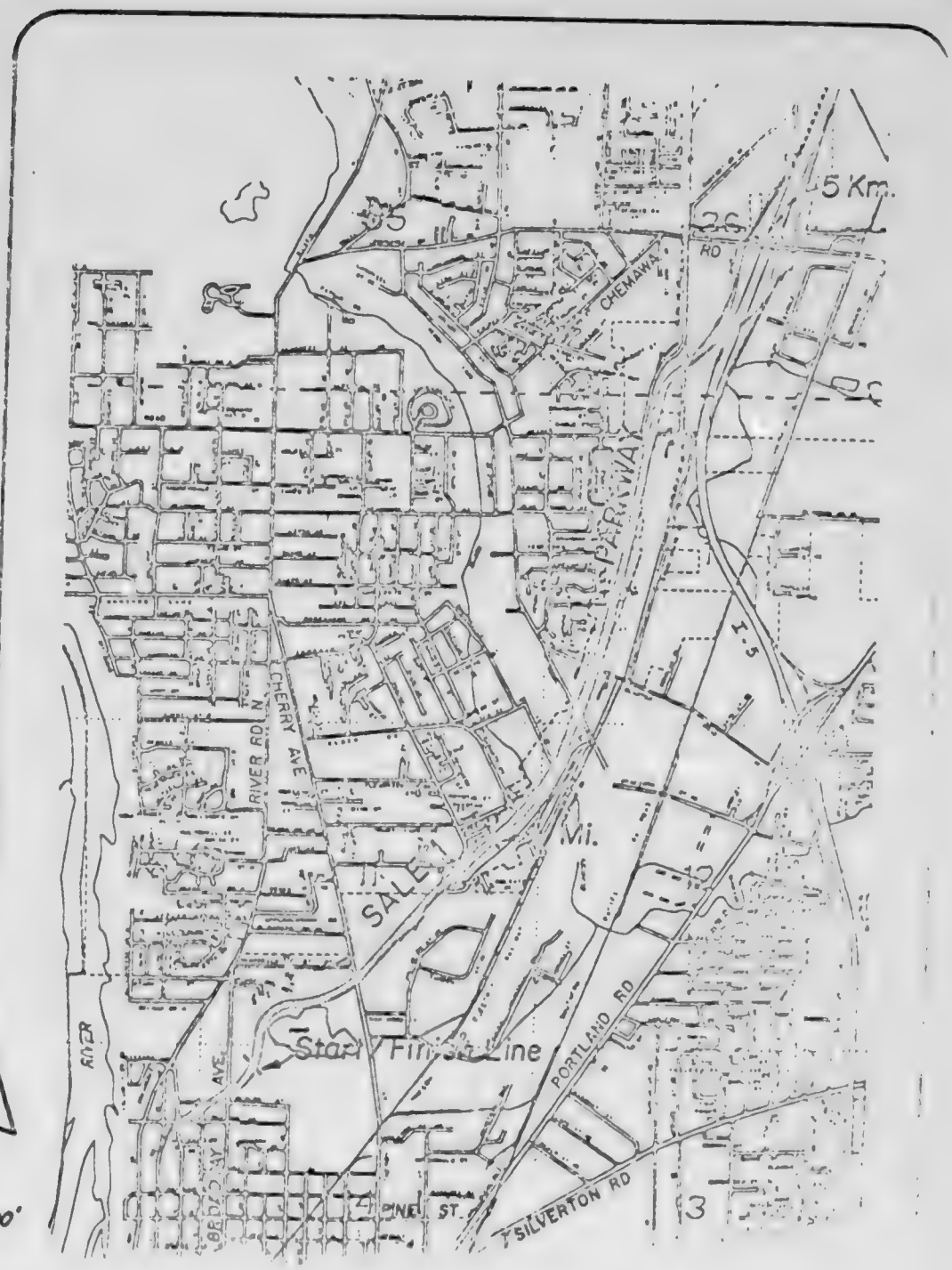
7:00 A.M.	SALEM PARKWAY CLOSED TO TRAFFIC
8:00 A.M.	RACE PREPARATION
8:30 A.M.	START OF 10 KM RACE
8:35 A.M.	START OF 2-MILE FUN RUN
9:00 A.M.	FIRST 10 KM FINISHER EXPECTED
9:30 A.M.	LAST FINISHER EXPECTED
9:40 A.M.	SALEM PARKWAY & CHEMAWA INTERCHANGE DEDICATION

MARION COUNTY COMMISSIONER RANDY FRANKE
MAYOR SUE HARRIS
MAYOR BOB SIMON
REPRESENTATIVE DENNY SMITH
DWAYNE HOFSTETTER, OREGON DEPT. OF TRANSPORTATION

9:25 A.M.	PRESENTATION OF RACE AWARDS
2:00 A.M.	COMPLETION

REFRESHMENTS SERVED

Cy to Hofstetter
7-25



74/71

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: THE FILE

DATE: July 11, 1984

FROM: ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Region 2 Engineer

SUBJECT: Chemawa Road - Hickory Street
Salem Parkway
Marion County

The formal document setting forth the State and City of Salem responsibilities for the subject section has not been finalized.

Until this takes place, we should not be committing ourselves to any obligations with outside parties and, in particular, with surplus property sales.

There is and may be a need for us and the City of Salem to sell some surplus property (agreed upon jointly) to resolve problems related to the construction of this section.

If there are any questions regarding this matter, please contact me.

DOC/dlc

cc: E. S. Hunter
W. E. Schwartz
J. B. Boyd
Ron Merry
Doug Luth
John Gunter
J. H. Versteeg

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTE:
E. S. HUNTER

81-125-1387

Contains Recycled Materials

94/71

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: THE FILE

DATE: July 11, 1984

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen
Region 2 Engineer

SUBJECT: Chemawa Road - Hickory Street
Salem Parkway
Marion County

The formal document setting forth the State and City of Salem responsibilities for the subject section has not been finalized.

Until this takes place, we should not be committing ourselves to any obligations with outside parties and, in particular, with surplus property sales.

There is and may be a need for us and the City of Salem to sell some surplus property (agreed upon jointly) to resolve problems related to the construction of this section.

If there are any questions regarding this matter, please contact me.

DOC/dlc

cc: E. S. Hunter
W. E. Schwartz
J. B. Boyd
Ron Merry
Doug Luth
John Gunter
J. H. Versteeg

RECEIVED
STATE HWY ENGR
JUL 11 '84
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NOTE:
E. S. H[illegible]

81-125-1387

Contains Recycled Materials

9491

RIDGE DRIVE NE - PINE STREET NE (06-09-84) CONTRACT NO. 9491 PREFIX 324-1079

Oregon State Highway Division

FIELD ENGINEER'S WEEKLY REPORT

For Const. Projects Only, Const. & Bridge Section

Section: RIDGE DR. NE - PINE ST. NE

Week Ending: June 09, 1984

Section Prefix: 324-1079

Highway: SALEM PARKWAY

County: MARION

Name Of Job: RIDGE DR. NE _ PINE ST. NE

Kind Of Work: GRADING, PAVING, STRUCTURES, SIGNALS, LANDSCAPE, SIGNING

Contractor: B. A. HATCH COMPANY

Contract Number: 9491

F.A.P. No.: IX 1525 (3)

Date Of Contract: JUNE 29, 1982

Date Work Started: JUNE 16, 1982

Est. Compl. Date: May 23, 1984

Average Force On Project For The Week:
Men: 0 Supervision: 0

Project Authorization: $ 6,989,914.97

Exclusive Of Engineering: $ 6,492,854.35

Est. Cost Of Completed Proj. Exclusive Of Engr.: $ 6,353,635.90

Estimated Percentage Overrun/Underrun: UNDER 2.14%

Specified Work Days:
Spec. Calendar Workdays: 500
Spec. Comp. Date:

Engineering Authorization: $ 497,060.62

Engineering Cost to Date: $ 658,283.00

Percent Of Authorization: 132.44

Work Days Used:
Cal. Workdays Used: 500
Percent Of Time Elapsed: 100

% Of Contract Completed Based On Estimated Cost: 100

% Of Contract Completed Based On Total Author.: 97.3

Date Project Was Completed:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVING	LANDSCAPE	SIGNING	SIGNALS
100	100	100	100	100	100	100	100

	GRADING	PAVING	PLANT/ESTABLI.	BASE	
Miles In Project:	3.21	3.21	3.21	3.21	
Miles Partially Completed:					
Miles Completed:	3.21	3.21	3.21	3.21	
Total Estimated Quantities (contract):	451,365 C.Y.	44,000 ton.	100%/3 months	100,400 ton.	
Total Quantities Corrected To Date:	454,932 C.Y.	46,460 ton.	100%/3 months	109,820 ton	
Estimated Quantities Moved Or Placed To Date:	454,932 C.Y.	46,460 ton	100%/0 months	109,820 ton	
Average Daily Quantities:					
Avg Daily Quant. Needed To Comp. Proj. On Time:					
Number Of Shifts Per Day:					
Hours Per Shift:					
Equipment Used During The Week:					

BRIDGE NO.	6098	16100	16589	16589A	16589(PA9)			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUN 11 1984
CONSTRUCTION SECTION

CE CAE LS TC
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CA FE
CAM MA
CP CONSTRUCTION QCS
LEO FILE

SALEM PARKWAY WEEK ENDING (06-09-84) CONTRACT NO. 9491 PREFIX 324-1079

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 03	No activity
MONDAY 04	No Activity
TUESDAY 05	No Activity
WEDNESDAY 06	No Activity
THURSDAY 07	No Activity
FRIDAY 08	No Activity
SATURDAY 09	No Activity

REMARKS

Submission of post semi-final anticipated 6-15-84.

SIGNED: _____ LOCATION: Salem

C. V. Lehman, Project Manager

Distribution: Construction (3) Region 1)
City( ) File(1)

goodby

9491 C C F

LINDSTEDT, BUONO & KILKENNY, P. C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO
RUSSELL R. KILKENNY

540 HARRISON SQUARE
1800 S. W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6681

April 27, 1984

A 9491

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

RE: My Client: N.L. Stadeli Construction Co.
Subject: Windsor Island Sand & Gravel, Inc.

Gentlemen:

On March 16, 1984, N.L. Stadeli Construction Co., Inc. filed a mining lien upon the real property described in Exhibits "A" and "B" attached to the mining, labor and equipment liens enclosed herewith, in the amount of $148,356.96 for labor and equipment furnished to Windsor Island Sand & Gravel, Inc. and used in the operation and excavation of said properties.

You are hereby advised that unless full payment is received within ten days from the date hereof, my client intends to commence suit to foreclose its lien upon the premises described herein.

Respectfully yours,

David J Buono

DAVID J. BUONO

DJB:kat

Enclosure

cc: N.L. Stadeli construction

CERTIFIED MALL RECEIPT NO. P297205780

RECEIVED
MAY - 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MINING LABOR AND EQUIPMENT LIEN

KNOW ALL MEN BY THESE PRESENTS that the undersigned, N.L. STADELI CONSTRUCTION CO., INC., hereinafter called "Claimant," has furnished labor and equipment, to-wit: crushing of rock, used in the working operation of a mine or excavation at the insistence of the owners of the mine or excavation or their construction agent, WINDSOR ISLAND SAND & GRAVEL, INC. Said mine or excavation is situated upon certain land in the Counties of Marion and Polk, State of Oregon, and described as set forth in the attached Exhibits A and B.

The Claimant commenced to furnish said labor and equipment on July 16, 1982 and completed its performance on November 30 1983, after which it ceased to furnish labor and equipment. The labor and equipment supplied were used in the operation of the mine or excavation. At the time Claimant commenced to furnish said labor and equipment the State of Oregon, and Windsor Island Sand & Gravel, Inc. were the reputed owners of Parcel A and Hugh Mahon, Stadeli Pump & Construction, Inc. and Windsor Island Sand & Gravel, Inc. (subsequently assigned to the Bank of Oregon) were the reputed owners of Parcel B; at all times material herein the said owners had knowledge of the operations and work of said mine or excavation on the date hereof, the State of Oregon as Lessor, and Stadeli Pump & Construction or Windsor Island Sand & Gravel, Inc., as Lessee whose Lessee's interest has been assigned to the Bank of Oregon, are the reputed owners of Parcel A and Hugh Mahon, Stadeli Pump and Construction, Inc. or Windsor Island Sand & Gravel, Inc. whose interest has been assigned to the Bank of Oregon, are the reputed owners of Parcel B. The name of the party who employed Claimant and to whom Claimant supplied said labor and equipment is Windsor Island Sand & Gravel, Inc.

The agreed and reasonable value of the labor and equipment supplied by the Claimant for use in mining or excavation operation was $316,012.50, and there is now due and owing Claimant for said materials so furnished, after deducting all just credits and offsets, the sum of $148,335.96.

The following is a true statement of Claimant's demand after the deductions mentioned above, to-wit:

Rock Crushing: 7/16/82-11/30/83	
210,675 tons of rock at $1.50 per ton	$316,012.50
Less payments and credits	(167,676.54)
Total	148,335.96
Recording Fees	21.00
Total due Claimant	$148,356.96

RECEIVED
MAY - 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

06368

REEL 338 PAGE 677

N.L. Stadeli Construction Co., Inc. claims a lien for the amount last stated above upon the said real estate (the Lessee's interest therein as to Parcel A) and (Parcel B).

One hundred and Twenty (120) days have not elapsed after November 30, 1983, the date on which Claimant last supplied labor and equipment for said mining operation.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter, and the singular includes the plural, as the circumstances may require.

DATED this 16 day of March, 1984.

N.L. STADELI CONSTRUCTION CO., INC.

By: N. F. Stadeli

STATE OF OREGON)
) ss.
County of Multnomah)

I, Norman Stadeli, being first duly sworn on oath, do hereby depose and say that I am the President of Claimant corporation named in and who signed the foregoing instrument; that I have knowledge of the facts therein set forth; that said instrument contains a full and true statement of Claimant's demand and the amount due Claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

N. F. Stadeli
Norman Stadeli

Subscribed and sworn to before me this 16 day of March, 1984.

Notary Public of Oregon
My commission expires:

AFTER RECORDING RETURN TO:

Lindstedt, Buono & Kilkenny
Attorneys at Law
540 Harrison Square
1800 S.W. First Avenue
Portland, Oregon 97201

RECEIVED
MAY - 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

06368

REEL 338 PAGE 678

EXHIBIT A

Parcels 1, 2, 3, 4, and 5 of Attachment A also described as being that state-owned land on Upper Windsor Island along the right bank of the willamette river between Corps of Engineers River Miles 75.0 and 76.4, Sections 16 and 21, Township 6 South, Range 3 West W.M., Polk County, Oregon, containing 249.23 acres more or less.

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MAY - 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

06368

REEL 338 PAGE 679

EXHIBIT B

PARCEL I

Beginning at a point in the East line of Section 21, Township 6 South, Range 3 West of the Willamette Meridian, Marion County, Oregon, which point of beginning is 149.16 feet North 0°05' West from the Southeast corner of said Section 21; and running thence North 0°05' West along the East line said Section , 1832.19 feet to a point; thence North 89°49' West 1322.64 feet to an iron pipe; thence South 0°09' West 609.43 feet to an iron pipe at the Northwest corner of that certain tract of land conveyed to Leonard C. Mahony et ux by deed recorded in Volume 315, page 379, Marion Cour Deed Records; thence South 89°49' East 10.00 feet to an iron pipe at the Northeast corner of said Mahony tract; thence South 0°09' West along the East line of said Mahony tract, 381.13 feet to a point; thence South 89°49' East 584.47 feet to an iron pipe; thence South 0°04' East 990.79 feet to a point in the South line of the aforesaid Section 21; thence South 89°49' east along said South line, 141.08 feet to a point; thence North 08°02' West 183.50 feet to an iron pipe; thence South 89°49' East 120.82 feet to an iron pipe; thence North 20°25' East 224.00 feet to an iron pipe; thence South 74°30' East 112.60 feet to an iron pipe; thence South 33°17' East 149.20 feet to an iron pipe; thence South 68°30' East 244.20 feet to the point of beginning.

PARCEL II

Beginning at a point on the South line of Section 21, Township 6 South, Range 3 West of the Willamette Meridian in Marion County, Oregon, which point is 1330.56 feet North 89°49' West along said line from the Southeast corner of said Section 21; thence North 0°09' East 657.00 feet; thence North 89°49' West 270.00 feet; thence South 0°09' West 657.00 feet to the South line of said Section 21; thence South 89°49' East 270.00 feet to the point of beginning.

RECEIVED
MAY - 2 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON

County of Marion

I hereby certify that the within was received and duly recorded by me in Marion County records:

06368

19 84

BY ... COUNTY

1700

Reel 338 Page 676

ROAD DESIGN SECTION DES 16

J. W. Dixon
Right of Way

April 20, 1984

Donald L. Trout
Final Project Coordinator

Files 45349
Chemewa Rd - Hickory St. Section
Salem Parkway Highway
Marion County

Here is correspondence on the subject file. The property is located east of the Parkway on the south side of Verda Lane.

It is recommended the property be retained until construction in the area is completed.

This was approved by Mr. E. S. Hunter, Assistant State Highway Engineer, on April 18, 1984.

DLT:bn
Attachments

9491

CL 84-75

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 12 1984
NORMA PAULUS
SECRETARY OF STATE

April 10, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9491

Lindstedt, Buono & Kilkenny
Attorneys at Law
540 Harrison Square
1800 SW First Avenue
Portland, OR 97201

Attention: David J. Buono

Gentlemen or Ladies:

This will acknowledge your letter of March 22, 1984, on behalf of N. L. Stadeli Construction Co., Inc., filing a claim against the following Highway Division contract:

FILED BY:	N. L. Stadeli Construction Co., Inc.
AMOUNT:	$36,201
FOR:	Labor and equipment
AGAINST (Prime contractor)	R. A. Hatch Co.
CONTRACT NO.:	9491
PROJECT:	Ridge Drive NE-Pine Street NE (Salem) Section, Salem Parkway, Marion County.
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As requested, attached is a copy of the front page and signature page of the contract and a copy of the performance bond.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HD
4-19-84 kjw

Attachments
cc: R. A. Hatch Co.
Industrial Indemnity Company

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

LINDSTEDT, BUONO & KILKENNY, P. C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO
RUSSELL R. KILKENNY

540 HARRISON SQUARE
1800 S. W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6861

March 22, 1984

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: My Client: N.L. Stadeli Construction Co., Inc.
Project: Ridge Drive-N.E., Pine Street, N.E. (Salem) Section of FAU 1525 (Salem Parkway) in Marion County
Prime Contractor: R.A. Hatch Co.
Contract No. 9491
NOTICE OF CLAIM ON BOND

Gentlemen:

Notice is hereby given that N.L. Stadeli Construction Co., Inc. has a claim for supplying labor and equipment, to wit: rock crushing, in the sum of $36,201 against the bond obtained by R.A. Hatch Co., as principal, from Industrial Indemnity Co., as surety, for the work of the above-referenced Salem Parkway project.

Please provide the undersigned with a copy of the front pages and signature page of the contract and a copy of the payment bond at your earliest convenience.

Respectfully yours,

David J. Buono

DAVID J. BUONO
Attorney for N.L. Stadeli Construction

DJB:kat

CERTIFIED MAIL NO. P297 205 730

RECEIVED
MAR 26 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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DOT DIRECTOR
MAR 26 '84
REFER TO
FOR
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U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-1525(2)
Chemawa Road - Hickory Street
Salem Parkway - File 52348
Ref: Lou Schwab Ltr 3/12/84

Date: March 16, 1984

Reply to Attn. of: HRW-OR

From: Division Administrator

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

This letter is in response to Mr. Schwab's request for clarification on determining the average annual net earnings of a business based on the two taxable years preceding the business's displacement when the business had a net profit one of the years and a net loss one of the years.

Section 202(c) of the Uniform Act states "...the term "average annual net earnings" means one half of any net earnings of the business or farm operation, before Federal, State, and local income taxes, during the two taxable years immediately preceding the taxable year in which such business or farm operation moves from the real property acquired for such project..." Therefore, one half of the net earnings, if any, for the two-year period establishes the average annual net earnings.

Based on the foregoing, we are unable to concur in your proposal to consider the income as zero in the years in which a business reports a loss.

John D Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Lou Schwab, R/W)

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 19 '84
REFER TO Boyd
FOR
Info | Inves | R/D | D/R | Sign | Act | File
cy - 3-21-84

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STATE HWY ENGR
MAR 19 '84
REFER TO Hunter
FOR
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9491

DAVE FROHNMAYER
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

February 17, 1984

Mr. Orlin A. Anson
Attorney at Law
831 Lancaster Dr. NE, Suite 209-211
Lancaster Mall
Salem, OR 97301

NOTED
E. S. HUNTER

Re: Files 47197 and 47198
Chemawa Road-Hickory Section
Sale of Excess Property

Dear Mr. Anson:

I have discussed the settlement of this matter with Mr. Hunter and he has authorized to make the following final offer of the Highway Division. The value of the area we showed to you colored in yellow, reduced to its usable size, minus the cost of constructing a driveway was $7,000. Mr. Hunter has authorized me to offer you this property at the price of $3,000 either cash or on contract. If you choose to buy it on contract, the terms would be $500 down, the balance payable over two years at 10-3/4% interest with taxes to be paid by you.

If this offer is acceptable please advise me and we will put together the necessary documents. Again, I must emphasize that this is the final offer of the Highway Division as authorized by Mr. Hunter

Sincerely,

Jack L. Sollis
Assistant Attorney General

JLS:lt

cc: E. S. Hunter
J. B. Boyd

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TECHNICAL SERVICES
FEB 21 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ret | File

9491

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter, Assistant
State Highway Engineer

DATE: January 30, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Mainline Metals Problem
Files 47197 & 47198
Chemawa Road-Hickory
Street Section
Salem Parkway
Marion County
FAP #I-305-5(2)(60)

RECEIVED
TECHNICAL SERVICES
JAN 31 '84
REFER TO
FOR
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File

I have had many discussions with Mr. Orlin Anson, Attorney for Mainline Metals. There were several discussions as to the accuracy of an appraisal made on the surplus property shown colored in yellow on the attached sketch. The original appraisal was for $16,000. A restudy of the file, as requested by Mr. Anson, indicated questions regarding the appraisal; following is my analysis:

There were 27,150 square feet in the yellow area. After deducting 1,800 square feet of unusable ground for the existing driveway to Mainline Metals and a new driveway to serve this property, 25,350 square feet remained in the net area. However, it was also encumbered by 2,620 feet which was unusable due to Claggett Creek, leaving a remainder of usuable ground in the yellow area of 22,737 square feet, which at $25,000 per acre supported by comparable sales, a value of $13,000 remained. Cliff Lehman, Project Manager, has indicated that it would cost approximately $6,000 to construct a driveway to this property. Note the original appraiser thought that they could utilize the Mainline Metal driveway which is totally in error. There were some problems created during the construction period and a settlement of $2,000 could be rationalized. A $5,000 net value could be substantiated as a settlement. Mr. Anson would pay this figure and drop any and all claims against the State.

I called Mr. Anson this date. He again brought all the problems that he had during construction, real or imagined. I told him that this was the minimum that I could justify after reading all of the data available to me. Any further discussions regarding this property would be properly held between him and Jack Sollis. Mr. Anson firmly believes that we should deed the area indicated in yellow and blue to Mainline Metals. This for all the trouble, inconvenience, theoretical change in grade, etc., that they have suffered due to our construction. I can make no such recommendation. Mr. Anson and I closed our conversation on a pleasant note, but I do not believe that he will either agree to this payment or drop his contentions.

NOTED
E. S. HUNTER
1-31-84

81.125.1387

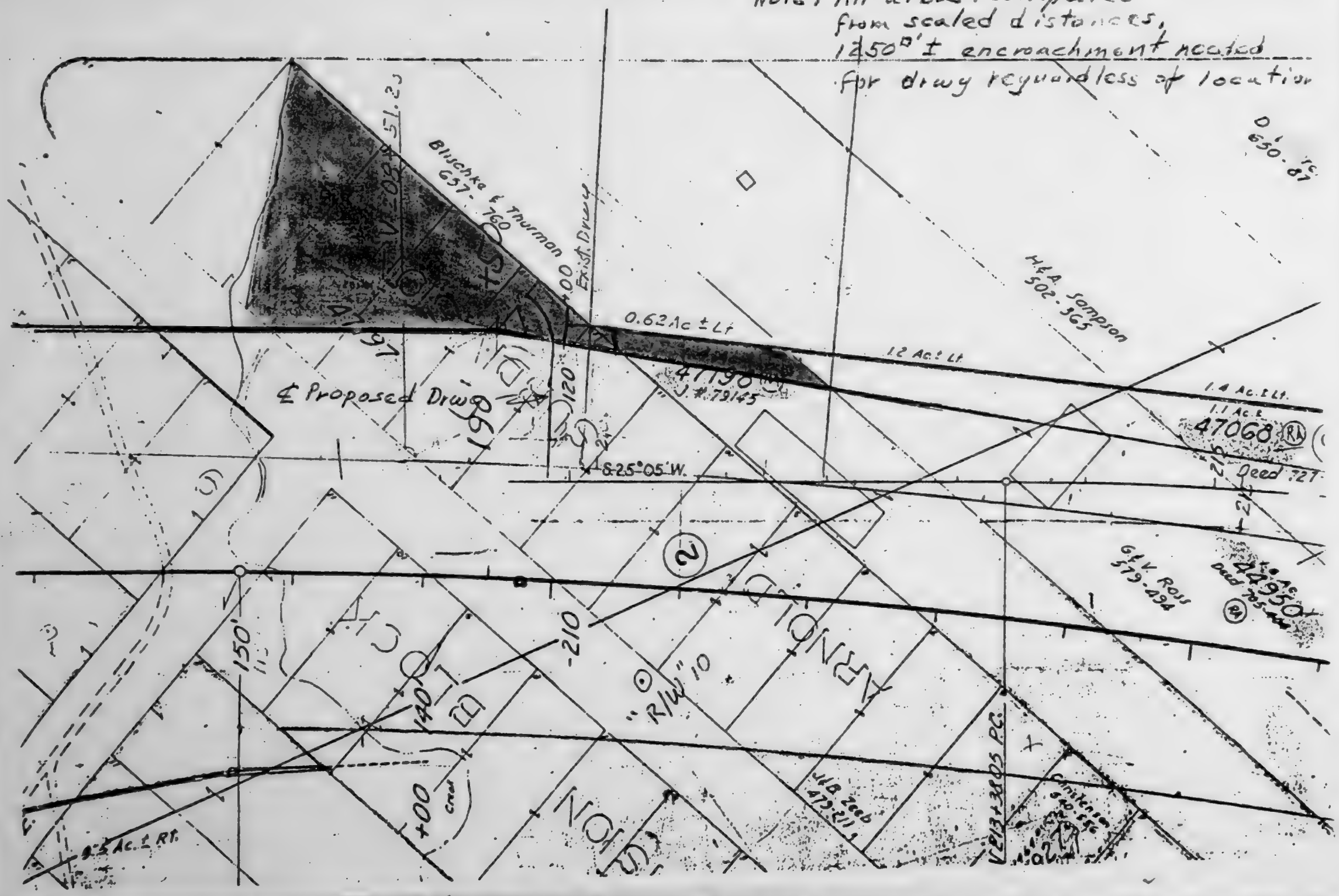
JBB:jh
attach. cc: Jack Sollis

1-31-84 cy. Bruce - I agree, his concerns are now a matter for Sollis to handle. ESH
cc Sollis

Yellow Area = 27,150 □'±
— 550 □'± For Exist Drwy
— 1250 □'± For New Drwy
25,350 □' Remainder

Blue Area = 3250 □'±
— 150 □'± For Exist Drwy
3100 □'± Remainder

Note: All areas computed from scaled distances, 1250 □'± encroachment needed for drwy regardless of location



January 26, 1984

Mr. and Mrs. L. E. DeLangh
P.O. Box 7364
Salem, OR 97303

Your recent plight during the construction of the Salem Parkway concerns me. Condemnation of private property can be unsettling and a tremendous hardship; however, it appears you may have had more than your share of both.

Although the Salem Parkway is an important new transportation link for the Salem area, it can't be considered more important than the citizens it serves. Sometimes, however, the actions of agencies involved with property acquisition appear as if they are insensitive to this important fact.

Yet, I assure you there are concerned, caring and dedicated individuals to be found at all levels of government. Furthermore, I hope you will not let this very unfortunate situation embitter you toward our democratic system--imperfect as it may be at times.

I am very sorry that you did not receive what you felt was a fair price for your property. The fact that it was a long, drawnout process, complicated by design changes and contract scheduling revisions, made it particularly difficult on you. That coupled with your health problems must have made the entire procedure seem cold and impersonal.

Although I cannot change the outcome for you, I appreciate your letter explaining your hardship. I can only say I hope this situation can be prevented in the future, and I will ask that at least the Highway Division take extra care in the future to see that fair and equitable solutions are reached in similar condemnation proceedings.

Sincerely,

Victor Atiyeh
Governor

VA:bb

bc: Highway Division

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Bob

RECEIVED
JAN 5 1984
Governor's Office

January 2, 1984

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Boyd
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RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 13 1984
M | AM | ADM | RBR | CA | LS
PMS | AS | CE | OS | TA | RUE
0 | 1 | 2 | 3 | 4 | F

Victor Atiyeh, Governor
State of Oregon
Salem, Oregon 97310

Dear Sir:

We recently lost our place through condemnation by Marion County for the Salem Parkway.

If this letter sounds like we are out to "get" the county it's probably true - we feel we were certainly "gotten" by them. At least we want to make others aware of what can happen.

We had lived in our home for 30 years and it was a very nice house and home. We kept it up, remodeled it 3 times, the last time just two years before we had to move, and improved it constantly. It had a beautiful yard and extensive landscaping. We had what is called a "grandfathers clause", and we had a 24 x 100' shop where we had a recreational vehicle business for 10 years.

This project had been off and on for 14 years that we know of. When they contacted us in the middle of January 1982 we were going to leave to go to California for a winter break the next day. We told them we would talk to them when we got back. The right-of-way agent became very agitated by this - we understand from neighbors they even staked out our place later that afternoon while we were away. We left the next morning and the county sent a right-of-way agent to our daughter in Bend and told her if we didn't come back they would condemn our property and move out our furniture while we were away. We had planned to be gone from 6 weeks to 2 months, but we went back and hired a lawyer.

Our property was condemned for $65,000 - a ridiculous figure. We had to move out by May 26 but couldn't stand to wait until the last day so left our home of 30 years on May 24, 1982.

Our property was not for sale for any price, never had been and never would be that we could forsee, but if we had to put a market value on it, we're sure it would have brought at least $140,000. Our attorney came up with a replacement cost of $195,000, and that was our court figure.

A hearing was scheduled for January 4, 1983 and cancelled by them. Then in March, after a second cancellation, we got a letter saying there had been a design change and we could have our property back. We were delighted, even though our house was sold on bids and already up on blocks. Then our lawyers were told by the county counsel the people who had bought it wanted too much money and they wouldn't buy it back for us. We were astonished that they could take our place for what we felt was such an unfair price and then couldn't afford to buy it back for us. They then proceeded to let the shop go while still under condemnation. We tried to get an injunction to save the shop, but found we couldn't stop its removal too.

Nothing else was heard for several months, another hearing in August was cancelled by them. Then another design change, widening the road just enough and taking an extra deep corner to include the house and shop. We heard through the grapevine they "had to justify the taking". Altogether hearings were cancelled four times before we got a settlement of $117,000 on December 1,1983.

I think I should add at this time that I have had cancer and while out of a home, and not able to afford anything like we had, have been ill and having to have treatments. It is under control, and we are very thankful for that.

We don't have a quarrel with the fact that property can be condemned, but we do feel it can be done in a more humane way. The fact that a person can be forced to leave their home and not have anything to say about it takes away everything America is about. And, in the end we feel it was all for naught. We could have lived there all the time and be living there yet.

In the end we had to give up our other 1/2 acre, with a value of at least $45,000 as it now stands, so they literally stole our place from us. And, they have even charged us $502.00 for property taxes on it. We are expected to pay the taxes on this 1/2 acre while they changed their design plan twice and cancelled hearings four times. All the while we couldn't use the property because we didn't know where the lines were,and they were all over it and destroyed the landscaping completely while moving the house and shop.

The common thief has the right to present all evidence; attorneys can be paid by the county or state and no leaf unturned to get all evidence revealed. Not in our case - the county counsel made a motion to have our evidence thrown out which was upheld by the judge. Wehad two builders and a landscaping expert who came up with an actual replacement cost of $145-150,000. This isn't robbery or money grabbing but an actual replacement cost. 30 plus years of living, a small business supplement and a home and area we were satisfied to spend our life here. We still have no quarrel for the highway need, though it still seemed unnecessary, but the obvious method of compensation and consideration.

This was mostly federal money administered by the City of Salem. Our condemnation was by the County as our house was just outside the city limits.

This is the way the government treats a WWII veteran who fought 1½ years overseas against oppression and domination only to find it right here. The anger, hurt and frustration cannot be shown on paper, but believe me it is very apparent in our life. We are trying to forgive and forget, but find it is impossible under these circumstances.

Estel E. McKnight
Ethel L. McKnight

RECEIVED
DOT DIRECTOR
JAN 11 '84
REFER TO
Bell
FOR
Info | Invest | R/D | D/R | Sign | Act | File

94 91

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JAN 4 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
In Reply Refer to
File No

January 3, 1984

NOTED
H.S.COULTER

Mr. Orlin R. Anson
Anson, Creighton, Depenbrock
& Wilson
"Lawyers" P.C.
831 Lancaster Drive N.E.
Suite 209-211 Lancaster Mall
Salem, Oregon 97301

RE: Files 47197 & 47198
Chemawa Road - Hickory Street
Section
Salem Parkway
Marion County
FAP No. I-305-5(2)60

Dear Mr. Anson:

The State Highway Division has completed its review of the surplus property adjacent to Mainline Metal Works, Inc. Our appraisal of the property indicates the minimum value to be $16,000. Because of the value of this property, we are governed by ORS 273.201 - Bids Required For The Sale Of Certain Real Property Of State Notice To Department Of General Services. If you wish, we will begin the disposition process immediately. This procedure will require approximately five weeks to the date of auction.

I have reviewed the files on this particular property, and the process which I have outlined is the only one available to me, as I am bound by the statutes.

In reading your letter of August 10, 1983, it is our opinion that even though changes did occur and there was some inconvenience to your business during the period of construction, all these matters were generally compensated for during the acquisition of the property in 1973. The only exception to that may be the absence of a street name for the frontage road. If you desire, I will work with the City of Salem to ensure that the frontage road is properly named so the business can have a proper street address.

Cordially yours,

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jr
cc: H. S. Coulter
E. S. Hunter
Chuck Fredrickson
Jack Sollis
Doug Luth

Form 734-3122

9491

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)	
2. STATE PROJECT NO. See below	
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division 12-22-83	4. PROGRAM NO.
	5. ITEM NO. 80236
	2A. COUNTY NAME Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 6 '84

REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9/29/83	FAU 1525	City Street

10. GENERAL LOCATION:

Ridge Dirve - Pine Street NE

orig to 1/6

11. GENERAL DESCRIPTION OF WORK

Extend storm sewer at river bank

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/29/83 as requested in Mr. Keasey's letter of 12/13/83 as being cost effective for the use of City forces to proceed with the above work. State Force Order No. 12 representing work to be done by City of Salem is approved for a TEC of $4,100 Federal Funds $3,485.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/22/83	G K Keasey	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9471

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-22-83

4. PROGRAM NO.

5. ITEM NO. 80236

2A. COUNTY NAME
Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 6 '84

7. DATE AUTHORIZATION EFFECTIVE
10/11/83

8. FEDERAL ROUTE NUMBER
FAU 1525

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Ridge Drive - Pine Street NE

orig to file

REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

11. GENERAL DESCRIPTION OF WORK
Construct bikeway connections

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/11/83 as requested in Mr. Keasey's letter of 12/13/83 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 13 is approved for a TEC of $5,000 Federal Funds $4,250.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/22/83	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CL 83-257

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 5 1983
NORMA PAULUS
SECRETARY OF STATE

December 1, 1983

IN REPLY REFER TO
FILE NO.:

CON 5
#9491

N. L. Stadeli Construction Co., Inc.
4457 Cascade Highway, N.E.
Silverton, OR 97381

Gentlemen:

This will acknowledge your letter of November 30, 1983, filing a claim against the following Highway Division contract:

FILED BY:	N. L. Stadeli Construction Co., Inc.
AMOUNT:	$62,850.72
FOR:	Crushed rock
AGAINST (Prime contractor):	R. A. Hatch Co.
SUBCONTRACTOR:	Windsor Island Sand & Gravel, Inc.
CONTRACT NO.:	9491
PROJECT:	Ridge Drive-N.E. Pine Street N.E. (Salem) Section of FAU 1525 (Salem Parkway) in Marion County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

FILED
Dec 7 1983
RJM

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
DEC 7 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

November 30, 1983

Mr. Bob Gormson
Commission Services
Room 121
State Highway Bldg.
Salem, Oregon

Dear Mr. Gormson:

As per your conversation yesterday we are submitting the following information in hopes that you can help us collect it.

RDM Constructers, 425 Rural Ave. Salem, Oregon (#9568)
Chemawa Enterchange Section of Pacific Hwy.
Balance Owing us of $73,502.01 for rock crushed for this job.
We crushed for Windsor Island Sand & Gravel, Inc. They supplied Fabricators Inc., who performed work for RDM.

R. A. Hatch, Inc., P. O. Box 6179, Bend, Oregon (#9491)
Ridge Drive NE Pine Street, Salem
Balance Owing us of $62,850.72 for rock crushed for this job.
We crushed rock for Windsor Island Sand & Gravel, Inc. who supplied Fabricators, Inc., who performed work for R. A. Hatch, Inc.

Sincerely Yours,
Norman L Stadeli

Norman L. Stadeli
N. L. Stadeli Construction, Co., Inc.
4457 Cascade Hwy NE
Silverton, Oregon 97381

NLS/ms

RECEIVED
NOV 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 83-265

VICTOR ATIYEH
GOVERNOR

Department of Transportation

FILED
DEC 1 1983
NORMA PAULUS
SECRETARY OF STATE

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 29, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9491

Mercer Industries, Inc.
PO Box 10166
Portland, OR 97210

Attention: Thomas D. Bond
Corporate Counsel

Gentlemen or Ladies:

This will acknowledge your letter and Notice of Claim dated November 23, 1983, concerning the following Highway Division contract:

FILED BY:	Mercer Industries, Inc.
AMOUNT:	$7,365.26 not including interest
FOR:	Materials
AGAINST (Prime contractor)	R. A. Hatch Co
SUBCONTRACTOR:	Pat Aldrich Construction
CONTRACT NO.:	9491
PROJECT:	Ridge Drive NE-Pine Street NE, FAU 1525, Salem Parkway, Marion County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

Dec 2, 1983 fjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
DEC. 2 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. CORMSEN
Robert W. Cormsen
COMMISSION SERVICES

cc: R.A. Hatch Co.
PO Box 6179
Bend, OR 97708

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

bc: Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

MERCER INDUSTRIES, INC.
2636 N.W. 26th AVE., PORTLAND, OREGON 97210
P.O. BOX 10166
AREA CODE 503 226-2511
AN EQUAL OPPORTUNITY EMPLOYER

November 23, 1983

Mr. Robert Gormsen
Commission Services
Oregon State Highway Division
Room 121 - Transportation Building
Salem, OR 97310

Re: OSHD Contract #9491
Ridge Drive N.E. - Pine Street N.E., Salem, Oregon
Bond Claim of Mercer Industries, Inc. for $7,365.26,
Not Including Interest

Dear Mr. Gormsen:

Attached is our "NOTICE OF BOND CLAIM" regarding the above referenced job. Please provide as required by Oregon revised statutes appropriate notice of our bond claim to the Secretary of State, the prime contractor, and to the prime's surety.

Thank you for your cooperation and assistance.

Very truly yours,

MERCER INDUSTRIES, INC.

Thomas D. Bond
Corporate Counsel

TDB:sd

Attachment

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF BOND CLAIM

TO: Norma Paulus
Secretary of State
Salem, Oregon 97310

NOTICE HEREBY IS GIVEN that the undersigned, MERCER INDUSTRIES, INC., has a claim for materials furnished to PAT ALDRICH CONSTRUCTION in the sum of $7,365.26, not including interest, against the bond taken from INDUSTRIAL INDEMNITY CO. as surety, and R. A. HATCH COMPANY, as principal, for the work to be performed by R. A. HATCH COMPANY, known as Ridge Drive N.E. - Pine St. N.E., Salem, Oregon, Oregon State Highway Contract No. 9491. The material supplied by MERCER INDUSTRIES, INC., consisted of steel reinforcing bar and accessories.

DATED this 22 day of November, 1983.

MERCER INDUSTRIES, INC.

By _____
Thomas D. Bond
Corporate Counsel

RECEIVED
NOV 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MERCER INDUSTRIES, INC.
2636 N.W. 26th AVE., PORTLAND, OREGON 97210
P.O. BOX 10166
AREA CODE 503 226-2511
AN EQUAL OPPORTUNITY EMPLOYER

November 22, 1983

CERTIFIED MAIL
Return Receipt Requested

Ms. Norma Paulus
Secretary of State
Salem, OR 97310

Re: Ridge Drive N.E. - Pine St. N.E., Salem, Oregon
Oregon State Highway Contract No. 9491
Bond Claim of Mercer Industries, Inc. for
$7,365.26 Not Including Interest

Madam Secretary:

Enclosed is a Notice of Bond Claim for filing with reference to the above entitled matter. Would you please acknowledge receipt of this Notice?

Yours very truly,

MERCER INDUSTRIES, INC.

Thomas D. Bond
Corporate Counsel

TDB:sd

Enclosure

cc: Industrial Indemnity Co., c/o Corroon & Black of Oregon
(CERTIFIED MAIL, Return Receipt Requested)
cc: R. A. Hatch Company (CERTIFIED MAIL, Return Receipt Requested)
cc: Pat Aldrich Construction
cc: Oregon State Highway Department

RECEIVED
NOV 28 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CE CAE FOE OCS SCS FEO
RECEIVED
NOV 28 1983
CONSTRUCTION SECTION
BR CA LE TC PB CP

9491

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Room 200

REGION 2 ENGINEER
RECEIVED
AUG 17 '83
File
RE RTE ENV DFE

ANSON, CREIGHTON, DEPENBROCK & WILSON
"LAWYERS" P.C.
831 LANCASTER DRIVE N E
SUITE 209-211 — LANCASTER MALL
SALEM OREGON 97301
(503) 581-7322

ORLIN R ANSON
ALBERT C DEPENBROCK
N THOMAS WILSON, IV

C.W CREIGHTON JR
(OF COUNSEL)
(503) 362-3923

9-1-83
~~August 10, 1983~~

Attorney General
State of Oregon
Justice Building
Salem, Oregon 97301

Department of Transportation
Highway Division
State of Oregon
Transportation Building
Salem, Oregon 97301

City of Salem
City Manager
555 Liberty St.
Salem, Oregon 97301

RECEIVED
STATE HWY ENGR
SEP 2 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
AUG 15 '83
REFER TO
Hunter
FOR
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cy Sollis 8/15

RECEIVED
TECHNICAL SERVICES
AUG 31 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In re: Mainline ~~Metal~~ Works, Inc.

DEMAND AND NOTICE

Our office represents Mainline Metal Works, Inc., located at 3694 Pleasant View Dr. N.E., Salem, Marion County, Oregon.

It is our understanding that the State of Oregon was the principal in the designing and supervision of the Salem Parkway Corridor from Cherry Avenue to Claxter Road with the City of Salem having some input. The expressway was formally opened on Tuesday, August 2, 1983.

The action and conduct of the government agencies above-named over this project gives rise to this formal notice and demand.

Construction and design of the expressway interferred with and constituted a taking of our client's property in that among other things:

1) Egress and ingress to the property was obstructed;

2) The business was without water and telephone service;

9-1-83
Sorry Sollis
we have to
reply as we discussed
Ed
cc Coulter & Fredrickson

RECEIVED
AUG 18 1983
RES | ADG1 | IN&P | INSP | OM

RECEIVED
TECHNICAL SERVICES
AUG 16 '83
REFER TO
FOR

3) The property was used by construction vehicles;

4) The business address has disappeared, it just does not exist;

5) A barrier has been constructed which obstructs the business from view.

As a direct result our client's business sustained losses in excess of $50,000.00.

Demand upon you for the payment of the aforesaid sum and in the event this matter cannot be properly settled a lawsuit will be filed.

Very truly yours,

ANSON, CREIGHTON, DEPENBROCK & WILSON
"Lawyers" P.C.

Orlin R. Anson

ORA/nah
cc: Mainline Metal Works, Inc.
cc: City Attorney

STATE OF OREGON
Highway Division - Region II

INTEROFFICE MEMO
378-2626

TO: E. S. Hunter, P.E.
ASST. STATE HIGHWAY ENGINEER

DATE: August 26, 1983

FROM: C. O. Fredrickson, P.E.
REGION ENGINEER

C. O. Fredrickson /bah

NOTED
E. S. HUNTER

SUBJECT: Demand & Notice Letter
Mainline Metal Works, Inc.

During the construction of the Salem Parkway project, a number of contacts were made with Mr. Orlin R. Anson, whose wife is the manager of the Mainline Metal Works, Inc. During our discussions, we felt that the access to the property could be improved and worked with Mr. Anson to modify the driveway and provide additional space for their operation at the foot of the driveway grade. In addition, some work was done to improve the drainage characteristics of the remainder of the Mainline Metal Works property.

The project manager on the Salem Parkway project has investigated the complaints as listed in the Demand & Notice Letter and his responses are as follows:

1. Egress and ingress into the property was obstructed.
   Explanation: The driveway to the subject property before construction was approximately 750', of which approximately 450' was within the construction limits. In the early stages of construction (clearing and construction haul road) the access could have been temporarily blocked, but not for long. Approximately one week after construction began, about July 6, the driveway was rerouted over the partially completed frontage road. On July 27, the project manager received a call from Mr. Anson complaining about the access to Mainline Metal. He immediately made a field investigation and found some interference from construction activities. This was discussed with the contractor and within a few hours a gravel service road was constructed outside the construction limits, but well within State Highway Right of Way. The contractor also relocated the property owners business sign to the new access.

2. The business was without water and telephone service.
   Explanation: Water and telephone disruptions were repaired the same day. Telephone line was relocated as per the project requirement. A new water main

Contains Recycled

to serve the Mainline Metal Works, Inc., property and two other properties was installed along the frontage road after an agreement had been reached with FHWA to pay for it out of project funds rather than charge it to the property owners.

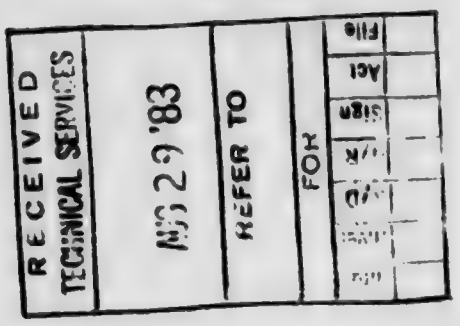
3. The property was used by construction vehicles.
   Explanation: There were times when car or pickup type vehicles drove through the Mainline Metal Works, Inc., parking lot and driveway to bypass construction activity. That is when the haul road was blocked or too rough to traverse.

4. The business address has disappeared, it just does not exist.
   Explanation: The Mainline Metal Works, Inc.'s, address was on Pleasantview and that portion of Pleasantview no longer exists. Mail is apparently not a problem, but a business address the public could find no longer is available. The frontage road should probably be named, thus providing them with a locatable address. This can be worked out with the City of Salem.

5. A barrier has been constructed which obstructs the business from view.
   Explanation: The only barrier constructed is guardrail with a mound at the end of the guardrail ends to bury them. We have driven the Parkway and do not feel that either the guardrail or the mounds obstruct the business from view. It appears, in fact, that with the construction of the Parkway, the business has much greater exposure to the traveling public than it did before.

Approximately $1,500 was spent to grade and improve the parking area along the Mainline Metal Works plant. A large area of our right of way is currently being used as a part of this parking area. I feel that the project manager and the Region office have both been as cooperative as possible within the limits of our authority and responsibility in responding to the complaints from this particular property owner. The plaintiff has not been satisfied with either the grade or the alignment of the Parkway project since the work was started and I know of nothing we can do to satisfy his particular problems beyond what we have already done.

COF/bah



Salem Parkway

ROAD DESIGN SECTION DES 20

Cliff Lehman
Project Manager

August 29, 1983

Merlyn Anderson
Landscape Architect

Field Review of Landscape Planting
Ridge Drive N.E.-Pine Street N.E. (Salem) Section
Contract No. 9491

The landscape planting in establishment was reviewed August 24, 1983, by Chuck Pietrock, Assistant Project Manager; Mike Lucker, Landscape Designer; and myself. The following items should be corrected prior to exceptance of the establishment period.

(1) All bark mulched beds should be weed free and additional bark placed in disturbed areas.

(2) TREES

A. All dead trees and those showing signs of severe stress and dieback should be replaced.

B. All deciduous trees with two or more leaders, except the Pacific Dogwood, should be pruned to one central leader and broken branches pruned as per specifications.

C. All hemlock trees with more than one leader shall be replaced with a tree that meets specifications. (A majority of the Canada Hemlock observed were in this catagory.)

D. Burlap around the rootball of trees needs to be folded or cut back from the top of the ball as shown in Standard Drawing L-1025.

E. Make sure that planting holes for replacement trees are dug to specified size. Several trees observed were planted too high and the planting pit looked to be about the same size as the rootball.

F. All trees should have a 3-foot diameter area around the base of the tree, maintained in a weed-free condition, and the area mulched with 2 inches of bark. Several of the trees planted did not have bark mulch around them.

G. Any tree less than specified size should be replaced.

H. All broken tree ties should be replaced and others adjusted if they are not functioning properly.

(3) SHRUBS AND GROUND COVER

A. All dead shrubs and those showing signs of stress should be replaced. Shrubs in a stressed condition can be classified as any shrub not showing the typical or average growth and vitality of other shrubs of the same type on the project. An exception to this shall be as noted in Item 3B.

B. Japanese Rose, Redosier Dogwood, and Yellowtwig Dogwood, if planted as bare root plants, can be excepted when dieback has occurred and strong, new leaf growth is evident. Planted as container plants, these shrubs should meet all specifications or be subject to replacement under conditions noted in Item 3A.

C. Specifications for replacement plants shall be the same as the original planting.

D. Ground Cover - Hypericum plants shall be replaced if the plant is dead and new leaf growth is not evident on plants with dieback.

(4) DRIP IRRIGATION SYSTEM - Emitters located above the bark mulched bed are being vandalized. Specifications and plans did not address the height of emitters. Riser pipes for the emitters should be clipped off at about ground level so the emitter will be covered with bark. One section at a time should be corrected and all emitters checked for proper functioning before covering with bark.

I strongly believe this work needs to be done in order to achieve a functional system.

MA:kkr

JOIN IN THE CELEBRATION!

SALEM PARKWAY OPENING

FOR THE SECTION FROM PINE STREET TO CLAXTER ROAD

SPONSORED BY THE CITIES OF KEIZER AND SALEM,

SALEM AREA TRANSIT DISTRICT,

MARION COUNTY, THE STATE OF OREGON AND THE

FEDERAL HIGHWAY ADMINISTRATION

TAKE THE GRAND TOUR BY BUS FROM THE

LIBERTY STREET N.E./PARKWAY INTERSECTION

AT

1:30 ON AUGUST 2, 1983

TRAVEL ALONG THIS NEARLY 2-MILE STRETCH OF THE PARKWAY

HELPING LOCAL OFFICIALS ACTIVATE THE FOUR TRAFFIC SIGNALS.

PARKWAY OPENING AGENDA

1. Meet at Parkway & Liberty - 1:30 P.M., August 2, 1983
2. Opening Comments and Speeches
   - A. Call to order and comments - Randy Franke
   - B. City of Keizer - Bob Simon
   - C. City of Salem - Sue Harris
   - D. State of Oregon - Fred Miller/Scott Coulter
   - E. Signal Activation - State
3. Proceed up Parkway by Bus
4. Remaining Signal Activation
   - A. Broadway/Parkway - Salem
   - B. Cherry/Parkway - Keizer
   - C. Claxter/Parkway - Marion County
5. Refreshments
   - A. Parkway - North of Claxter
6. Return to Liberty Parkway by Bus

SALEM PARKWAY

A controlled access four-lane arterial street project extending 3.8 miles from the Chemawa Road Interchange to the North Liberty-Commercial Couplet at Pine Street.

Travel Lanes	Four at 12-ft each, 6-ft. to 8-ft. shoulders
Length	3.8 Miles
Bikeway	a) 10-ft. separated bikepath from Chemawa Road to Cherry Avenue (2.6 miles)
	b) 6-ft. on street bike lanes from Cherry Avenue to North Liberty-Commercial Couplet at Pine Street
Sidewalks & Curbs	a) 5-ft. sidewalks and curb and gutter from Cherry Avenue to the North Liberty-Commercial Couplet at Pine Street
Traffic Signals	Four new traffic signals will be located at: North Liberty Street, Broadway Street, Cherry Avenue, Verda Lane (temporarily located at Claxter Road)
Other Access	a) Connections to I-5 North and Southbound
	b) Connections to Chemawa Road
	c) A connection to the frontage road in the vicinity of Candlewood
	d) The roadway and bikepath are fenced from Chemawa Road to Broadway Street
Bridges	a) Salem Parkway crossing of Claggett Creek 70 ft. long and 74 ft. wide
	b) Front road crossing of Claggett Creek 70 ft. long and 32 ft. wide

Sound Barriers	a) Four Soundwalls	
	b) Two Sound Berms	
Funding Source	Federal Aid Interstate Transfer	$7.8 million
	Local Match City of Salem	$1.3 million
	Local Match Marion County	$0.1 million
	TOTAL	$9.2 million
Contractor	Robert A. Hatch - Bend, Oregon	
Construction	Stage 1 began June 16, 1982 - completed August 2, 1983	
	Stage 2 began February 7, 1983 - estimated completion September 1984	

The section of the Salem Parkway being opened now is from Claxter Road to the North Liberty-Commercial Couplet at Pine Street (2.2 miles) with 1.2 miles of separated bikepath and 1.0 mile of on street bike lanes. All the traffic signals will be fully operational. The Verda Lane connection will be temporarily located at Claxter Road. The second stage of the Salem Parkway is awaiting the completion of the Chemawa Interchange expected by September of 1984.

KEY DATES

1956	1956 Federal Aid Highway Act - authorized a freeway spur into all state capitols
1963	First detailed proposal for design and location of I-305 freeway presented in the 1963 Comprehensive Plan
1971-1972	Oregon State Highway Division purchased 85% of the required right-of-way for I-305
1972	Federal Aid Highway Act of 1972 allowed for the withdrawal of nonessential interstate links and substitution of other transportation project
1977	I-305 withdrawal completed
1978	FHWA approved funds for Preliminary Engineering and Environmental Impact Statement
1981	April 4 - Draft Environmental Impact Statement was released
	July 21 - Final Environmental Impact Statement was released
1982	June 16 - First state construction contract was let for $6.7 million
	August 13 - Grand breaking ceremony held with Senator Hatfield
1983	August 2 - Completion of first stage construction open to the public
1984	September - Expected completion of Chemawa Interchange and final stage of Parkway

224-1079

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

July 20, 1983

Alan H. Hershey
Director
Mid-Willamette Valley COG
400 Senator Bldg.
220 High Street
Salem, OR 97301

Dear Alan:

Subj: Salem Parkway Opening

A copy of your letter of July 15, 1983, regarding the opening of the nearly completed portion of the Salem Parkway has been sent to Jim Bottom of our Public Information office who will be working on the opening. A copy has also been sent to Cliff Lehman, our Project Manager.

Bob Hansen has been advised that the probable date of opening has been set back to August 2, 1983, due to traffic signal problems. We will firm up that date with him as soon as we are sure. Mr. Lehman will keep our office posted on progress in correcting those problems, and we will contact Mr. Hansen.

Sincerely,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson, P.E.
REGION 2 ENGINEER

COF/rgb

cc: Scott Coulter w/attch.
Jim Bottom w/attch.
Cliff Lehman w/attch.

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

734-1867

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

400 SENATOR BUILDING, 220 HIGH ST. N.E., SALEM, OREGON 97301 Telephone (503) 588-6177

CHAIRMAN: KENNETH N. KNUTSON
YAMHILL COUNTY EDUCATION SERVICE DISTRICT • VICE CHAIRMAN: RANDALL FRANKE
COMMISSIONER, MARION COUNTY • DIRECTOR: ALAN H. HERSHEY

July 15, 1983

Mr. Charles Fredrickson
Region 2 Engineer
Oregon State Highway Division
205 East Salem Highway Building
2960 East State Street
Salem, OR 97310

Dear Chuck:

This will confirm my conversations with you regarding a ribbon cutting ceremony for the opening of the Salem Parkway later this month.

1. The request came from the Marion County Board of Commissioners to whom this project is the most important of all the I-305 Transfer projects.

2. The request has been coordinated with the Mayor and City Manager of the City of Salem.

3. It has been agreed that the coordinator for the event will be Bob Hansen, Marion County's Director of Public Works. He will work directly with whomever your Division appoints. He will be responsible for invitations, programs, schedules, liaison, etc.

4. To dramatize the opening we may have an event (like the foot race across the Columbia River Bridge). The Parkway will expedite vehicular traffic, but little has been said thus far of its excellent bike paths. The SATS Bicycle Advisory Committee has been asked to consider if they have the time and resources, given short notice, to put together a simple event for the Parkway opening. They, too, will coordinate through Mr. Hansen.

5. I understood you would contact George Bell of ODOT's Public Information Section to see if they can assist Bob Hansen with this undertaking.

6. I understand that the likley date of the opening is Monday, July 25, or Tuesday, July 26, and that your staff will coordinate with Mr. Hansen on the date. I further understand that you are resolving some difficulties

in the functions of the traffic signal controllers, and that is the only matter of significance to be resolved prior to the opening.

Sincerely,

Alan H. Hershey
Director

AHH/cah

cc Randall Franke, Chairman, Marion County Board of Commissioners
Sue Harris, Mayor of Salem
Robert Simon, Mayor of Keizer
Russ Abolt, Salem City Manager
Bob Hansen, Public Works Director, Marion County
Ron Merry, Public Works Director, Salem
Dave Chamness, Chairman, SATS BAC

Parkway

ROAD DESIGN SECTION DES 16

C. V. Lehman, P.L.S.
Project Manager

June 21, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Ridge Drive-Pine Street, N.E. (Salem)
FAU 1525 (Salem Parkway)
Marion County
Contract No. 9491

Verstoeg
Andersen
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
JUN 22 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached are three sets of approved shop drawings for the Type "U" add-on signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for fabrication of the signs.

WGB:ja

Attachments

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

June 7, 1983

Mr. William E. Puntney
Clayton-Ward Co.
1620 N.E. Candlewood Drive
Salem, OR 97303

Dear Mr. Puntney:

I have asked the Highway Division to investigate the circumstances surrounding the closing of the road approach to the property you lease from them at 2640 Commercial Street, N.E.

The Division is quite concerned that you have viewed their decision to close this road approach as a reprisal. Actually, the decision to close the road approach was made by the Region Engineer, and was based solely on safety considerations.

The Highway Division has not only closed the road approach to the property you lease, but it has also closed the approach to its own facility located on Commercial Street. The Salem Parkway was designed as an expressway without direct access to the abutting properties. To allow direct access to the State's surplus land would be inconsistent with the safety standards of the project.

If you have any further questions concerning your continued use of the State's surplus property, please contact Region Right-of-Way Supervisor Virgil Wilson at 378-2641.

Sincerely,

Sandra McIntyre
Governor's Assistant
Deputy Citizens' Representative

SM:bh

bc: Highway Division

RECEIVED
STATE HWY ENGR
JUN 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

CLAYTON-WARD CO.

- CORRUGATED BOXES
- SHREDDED PACKAGING MATERIAL
- PAPER RECLAIMING AND RECYCLING
- CONFIDENTIAL DOCUMENT DESTRUCTION

PHONE (503) 393-8700
1620 CANDLEWOOD DR., N.E.
SALEM, OREGON 97303

May 11, 1983

Sandra McIntyre
160 State Capital
Salem, Oregon

On April 29th, 1983 I contacted your office about a problem at a building I lease to a tenant Salem Auto Auction. This involved a temporary driveway at 2640 Commercial N.E., Salem, Oregon while construction was being completed and a permaent driveway installed.

Thanks to your help a driveway was put in so that my tenant could operate his business over the weekend.

On April 29th, 1983 when I had originally contacted the Highway Department regarding this matter they said the tenant would have to live with the situation until the permanent driveway was installed in the near future.

On May 9th, I received a copy of the attached letter. We feel that this is punishment to ourselves and our tenant for complaining to the Governor's office. Obviously the Highway Department does not make legitimate business decisions between April 29th, 1983 and May 4th, 1983. We view this as certainly being in the tone:(We'll show these people what happens if they complain to the Governor's Office)

We feel this invalidates the whole Citizen Representative's idea if the bureaucrats are allowed to take this type of punitive action.

We would appreciate your assistance.

Sincerely:

CLAYTON-WARD CO.

William E. Puntney
Secretary-Treasurer

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division

212 EAST SALEM HIGHWAY BUILDING
2960 STATE STREET, SE., P.O. BOX 14030, SALEM, OREGON 97310
PHONE: 378-2641, Toll-free within Oregon 1-800-452-7813, Ext. 8-2641

IN REPLY REFER TO
FILE NO.:

May 4, 1983

Mr. Ken Kelly, President
Salem Auto Auction
2640 Commercial Street NE
Salem, OR 97303

Files 44618, 44619,
44620, 44621
Chemawa Road-Hickory Street
Salem Parkway
Marion County

Dear Mr. Kelly:

As I told your partner this morning, the State Highway Division has decided not to build a driveway at the south end of the property you rent, for safety reasons. Therefore, your only accesses will be those remaining on Liberty Street.

Very truly yours,

Perry A. Crosley
Region II Property Agent

PAC:lj

cc: William L. Puntney

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-1525(2)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80236

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/8/83	FAU 1525	City Street

10. GENERAL LOCATION:
Chemawa Road - Hickory Street

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/24/83 you are now authorized to proceed with the actual acquisition of file number 53277 and 53279 as shown on R/W map 9B-7-13 at a TEC of $21,000 Federal funds $17,850 (Appn Code 580) subject to the condition that an attempt is made to trade the surplus previously acquired and now needed from the same ownership file 53279.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO
Potts
FOR

Info	Instr	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/8/83	G. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 24, 1983

In Reply Refer to
File No.:

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E.,P.L.S.
Program Control Engineer

Subject: Project No. IX-1525(2)
Chemawa Rd. - Hickory St. (Salem) Section
Marion County
(Files 53277 & 53279)

I request authorization to proceed with the actual acquisition of the above listed files on the subject project. The areas to be acquired are as outlined in red on the enclosed sketch map and do not involve relocation assistance.

The enclosed copy of Mr. Don Aman's memo of March 23, 1983 indicates the estimated total cost of the properties is $21,000.

Authorization to proceed as requested will require an increase in total cost and fedeal funds as follows:

	Appn	Total Cost	Federal Funds	Pro-Rata
Present	772	$ 1,402,500	$ 1,192,125	85.0%
Additional	580	21,000	17,850	85.0%
	Total	$ 1,423,500	$ 1,209,975	

CL/blm
Attachment

cc: P. Stearns
J. Boyd
D. Aman
G. Zehner
General Files

Form 734-3122

4471

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	2. STATE PROJECT NO.
IX-1525(3)	See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80236

2A. COUNTY NAME
Marion

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3/23/83	FAU 1525	City Street

10. GENERAL LOCATION:
Ridge Drive NE - Pine Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Swan's letter of 3/22/83 I approve the revised utility costs for the adjustment to Northwest Natural Gas Company's gas line relocation as authorized 5/24/82 to a TEC of $9,181.16

Federal Funds $7,803.98.

(Increase TEC $3,115.16 Federal Funds $2,647.98)

RECEIVED
STATE HWY ENGR
MAR 28 '83
REFER TO
Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Origts
3/28

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/23/83	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 22, 1983

RECEIVED
TECHNICAL SERVICES
MAR 23 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan, PE, PLS
Program Control Engineer

SUBJECT: Cost Overrun
Natural Gas Facilities Relocation
Northwest Natural Gas Company
Ridge Drive N.E.-Pine St. N.E. (Salem) Section
FAU 1525, Salem Parkway
Marion County
Project No. IX-1525(3)

Reference is made to my letter of May 19, 1982 which submitted an estimate of cost for the relocation of Northwest Natural Gas Company's facilities and to your Letter of Approval and/or Authorization, dated May 24, 1982, which approved participation in the estimated cost of $6,066. Copies of my letter and your PR-1240 are attached.

The relocation of Northwest Natural Gas Co.'s facilities has been completed and a final billing of cost, in the amount of $9,881.75, received. The relocation costs have been audited by our Accounting Section. Adjustments were made to the relocation costs as set forth in the attached copy of the Audit Report. The audited costs were found to be actual and substantiated. The final audited cost of $9,181.16 exceeds the estimated cost of $6,066 by $3,115.16 or 51.35 percent. The Company, in a letter dated December 1, 1982, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

Northwest Natural Gas Company has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $9,181.16 is requested.

JMC/DES/llr
Attachments
cc: E. S. Hunter
J. M. Cartwright
Don Bedford
Rich Evans
Pete Gonzalez

9491

Parkway

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

March 4, 1983

J. H. Versteeg
Road Design Engineer

File 53279
Chemawa Road-Hickory Street Section
Salem Parkway Highway
Marion County

Versteeg
Andersen
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 7 - 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9471

Parkway

ROAD DESIGN SECTION 373-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

February 28, 1983

J. H. Versteeg
Road Design Engineer

File 53277
Chemawa Road-Hickory Street Section
Salem Parkway Highway
Marion County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 1 1983
ROAD DESIGN
SECTION

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9491

February 17, 1983

Lindstedt & Buono, P.C.
Attorneys at Law
540 Harrison Square
1800 S.W. First Avenue
Portland, OR 97201

CON 5
#9491

Attention: David J. Buono

Gentlemen:

As requested, attached are copies of the Contract and Performance Bond pages from Contract No. 9491 awarded to R. A. Hatch Co., for work on the Ridge Drive N.E.-Pine Street N.E. (Salem) Section of FAU 1525 (Salem Parkway) in Marion County.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

LINDSTEDT & BUONO, P. C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO
RUSSELL R. KILKENNY

540 HARRISON SQUARE
1800 S. W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

February 15, 1983

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: My Client : Pacific International Pipe & Engineering, Inc.

Project : Oregon State Highway Division
Contract No. 9491
Salem Parkway/Marion Street

Prime Contractor : R. A. Hatch

Gentlemen:

This firm represents Pacific International Pipe & Engineering, Inc. in regard to a claim on the bond of the general contractor in regard to the above-referenced project. I would appreciate it if you would provide me with a copy of the signature pages of Contract No. 9491 and a copy of the general contractor's payment bond. I believe the bonding company is Industrial Indemnity Co. Your prompt response to this request would be greatly appreciated.

Respectfully yours,

David J Buono

David J. Buono

DJB:mec

RECEIVED
FEB 1 0 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9491

Cl. 8

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 11 1983
NORMA PAULUS
SECRETARY OF STATE

February 10, 1983

RECEIVED
FEB 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO
FILE NO.:
CON 5
#9491

Campbell Crane & Rigging Service, Inc.
P. O. Box 11347
Portland, OR 97211

Attention: Elmer Mickeleit, President

Gentlemen:

This will acknowledge your letter of January 26, 1983, concerning the following Highway Division contract:

FILED BY:	Campbell Crane & Rigging Service, Inc.
AMOUNT:	$2,631.00
FOR:	Crane rental, including crew and transportation, assembly and disassembly of crane
AGAINST (Prime contractor):	R. A. Hatch Co.
SUBCONTRACTOR:	Douglas Coats Construction
CONTRACT NO.:	9491
PROJECT:	Ridge Drive N.E.-Pine Street N.E. (Salem) FAU 1525, Marion County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

We note that you have advised the surety and the prime contractor of this claim. We will forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

NOTED
2-23-83 dc

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

CAMPBELL CRANE & RIGGING SERVICE, INC.

P.O. BOX 11347 • 8001 N.E. 14th PLACE
PORTLAND, OR 97211 • (503) 283-3111

January 26, 1983

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Douglas F. Coats, Inc. aka
Doug Coats Construction
P.O. Box 311
Bend, OR 97709

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Industrial Indemnity Company
421 S.W. 6th
Portland, OR 97204

Corroon & Black of Oregon, Inc.
1600 S.W. 4th
Portland, OR 97204

Clerk or Auditor
State of Oregon
Transportation Commission
Oregon State Highway Division
Room 121
Transportation Building
Salem, OR 97310

Re: Bond Claim
Ridge Drive N.E. - Pine Street N.E. (Salem)
Section of FAU 1525, Salem Parkway, Marion County
Contract No. 9491

To: Douglas F. Coats, Inc. aka Doug Coats Construction; R.A. Hatch Co.; Industrial Indemnity Company; Corroon & Black of Oregon; and State of Oregon Transportation Commission:

Notice hereby is given that the undersigned, Campbell Crane & Rigging Service, Inc., has a claim for crane rental, including crew, and the transportation and assembly and disassembly of the crane, all in the sum of $2,631.00 and which was provided Douglas F. Coats, Inc. aka Doug Coats Construction on the

above project. This claim is against the bond taken from R. A. Hatch Co. (principal) and Industrial Indemnity Company (surety) on the above project.

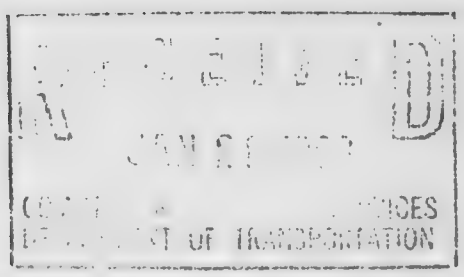
Very truly yours,

CAMPBELL CRANE & RIGGING
SERVICE, INC.

By: Elmer Mickeleit Pres.
Elmer Mickeleit
President

EM:ber

C3/N



9491 CL 82 2-18

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 11 1983
NORMA PAULUS
SECRETARY OF STATE

February 10, 1983

Lindstedt & Buono, P.C.
Attorneys at Law
540 Harrison Square
1800 S.W. First Avenue
Portland, OR 97201

RECEIVED
FEB 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN REPLY REFER TO
FILE NO.:
CON 5
#9491

Attention: David J. Buono

Gentlemen:

This will acknowledge your letter of January 21, 1983, on behalf of Town Concrete Pipe, Inc., now known as Pacific International Pipe and Engineering, Inc., concerning the following Highway Division contract:

FILED BY:	Town Concrete Pipe, Inc. aka Pacific International Pipe & Engineering, Inc.
AMOUNT:	$147,187.78 plus $6,420.06 service charges
FOR:	Concrete pipe
AGAINST (Prime contractor)	R. A. Hatch Co.
CONTRACT NO.:	9491
PROJECT:	Ridge Drive N.E.-Pine Street N.E. (Salem) FAU 1525, Marion County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

Sincerely,

Robert W. Cornsen
COMMISSION SERVICES

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

NOTED
2-22-83 dc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LINDSTEDT & BUONO, P.C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO
RUSSELL R. KILKENNY

540 HARRISON SQUARE
1800 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

January 21, 1983

CERTIFIED MAIL

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Oregon State Highway Division
Contract No. 9491
Salem Parkway/Marion Street
Prime Contract - R. A. Hatch
My Client - Town Concrete Pipe, Inc. now known as
Pacific International Pipe & Engineering, Inc.

Gentlemen:

Notice is hereby given that Town Concrete Pipe, Inc. now known as Pacific International Pipe & Engineering, Inc. has a claim for supplying concrete pipe in the sum of $147,187.78, in principal, and $6,420.06 in service charges, against the bond obtained by R. A. Hatch as principal, from Industrial Indemnity Co. as surety, for the work of the Oregon State Highway Division Contract No. 9491.

PACIFIC INTERNATIONAL PIPE & ENGINEERING, INC.

By: David J Buono
David J. Buono
Attorney for Pacific International
Pipe & Engineering, Inc.

DJB:mec

CERTIFIED
P 363 051 509
MAIL

RECEIVED
STATE HWY ENGR
JAN 24 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File
Act: X

RECEIVED
JAN 25 19
COMMUNICATIONS SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(3)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Marion

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80236

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/24/82

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Ridge Drive NE - Pine Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK

Install water main and meter connections for irrigation system

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN ACCEPTED PROPOSAL OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/24/82 as requested in Mr. Keasey's letter of 12/29/82 as being in the public interest for the use of City of Salem Forces to proceed with the above work. State Force Order No. 11 representing work to be done by City of Salem Forces is approved for a TEC of $900 Federal Funds $765.

RECEIVED
STATE HWY ENGR
JAN 25 '83
REFER TO
FOR
Info | Interes | R/D | D/R | Sign | Act | File

14. DATE: 1/20/83

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Parkway

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 23

TO: C. O. Fredrickson
Region 2 Engineer

DATE: November 23, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Bikeway Signing
Ridge Drive N.E.-Pine Street NE (Salem)
FAU 1525 - Salem Parkway
Marion County

Attached are two prints of the approved plan for signs and pavement markers on the above bikeway.

Please have the bikeway signed and marked according to these plans.

The Project Manager has indicated that this work should be added to the contract.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: C. T. Keasey
J. H. Versteeg
R. A. Kuehn
D. E. Shaffer
Cliff Lehman

REFERRED TO
2 Steudenmeyer
Cole Penn
Watson
Dorn Leu
Do File Due
BY FINAL DESIGN ENGINEER

1 Adams

RECEIVED
NOV 26 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

81-125-1387

Contains Recycled Materials

END
BIKE ROUTE
(INSTALL)

CHEMAWA RD.

PARKWAY

PARKWAY "A" E-2

BEGIN
BIKE ROUTE
NO MOTOR VEHICLES
(INSTALL)

24"
BIKE ROUTE
NO MOTOR VEHICLES
(INSTALL)

24"
(INSTALL)

9"
(INSTALL (2)

PARKWAY E-2

VERDA

(INSTALL)

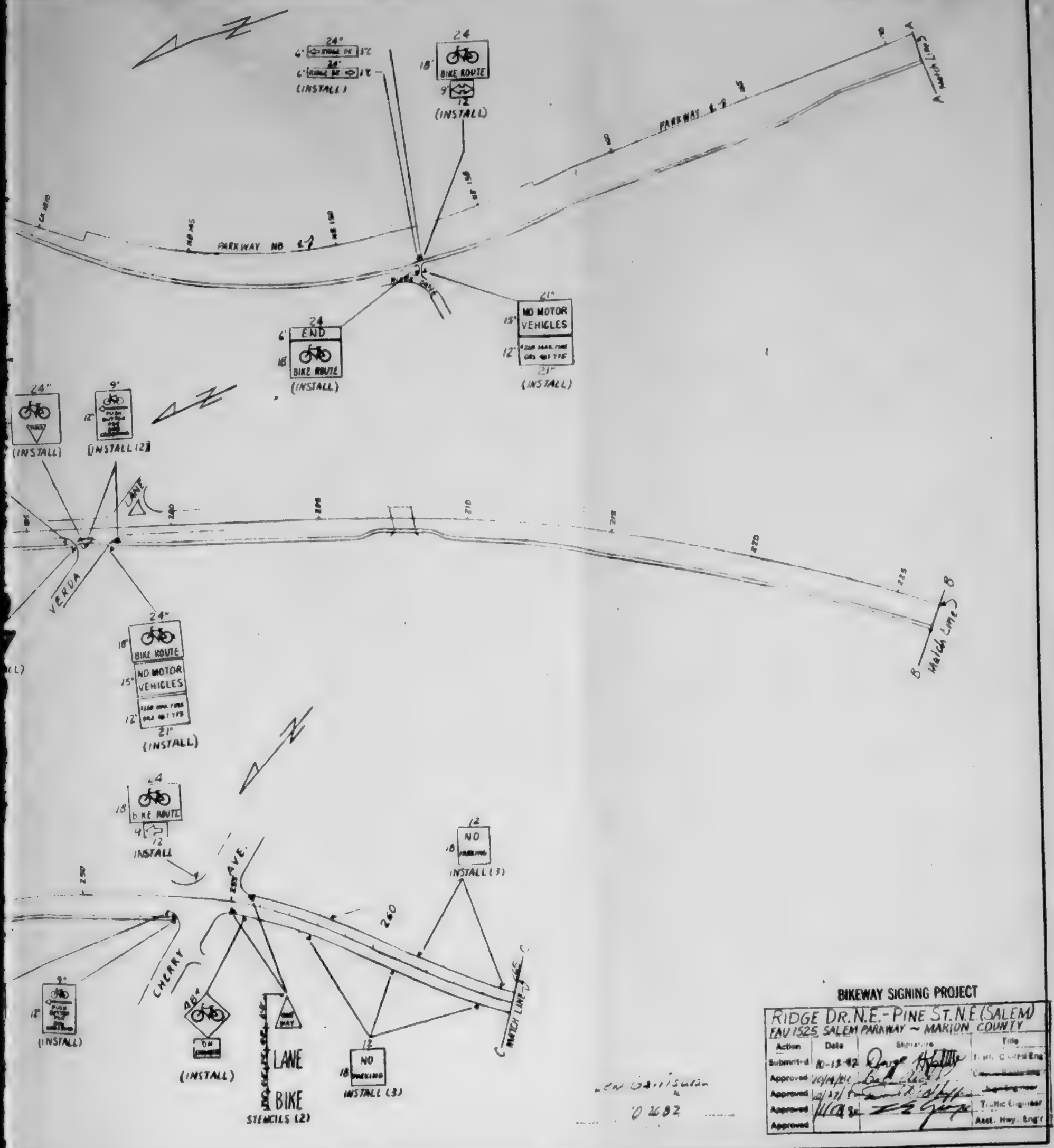
CENTER LINE

PARKWAY E-2

24"
BIKE ROUTE
NO MOTOR VEHICLES
(INSTALL)

9"
(INSTALL)

SHEET 1 OF 2

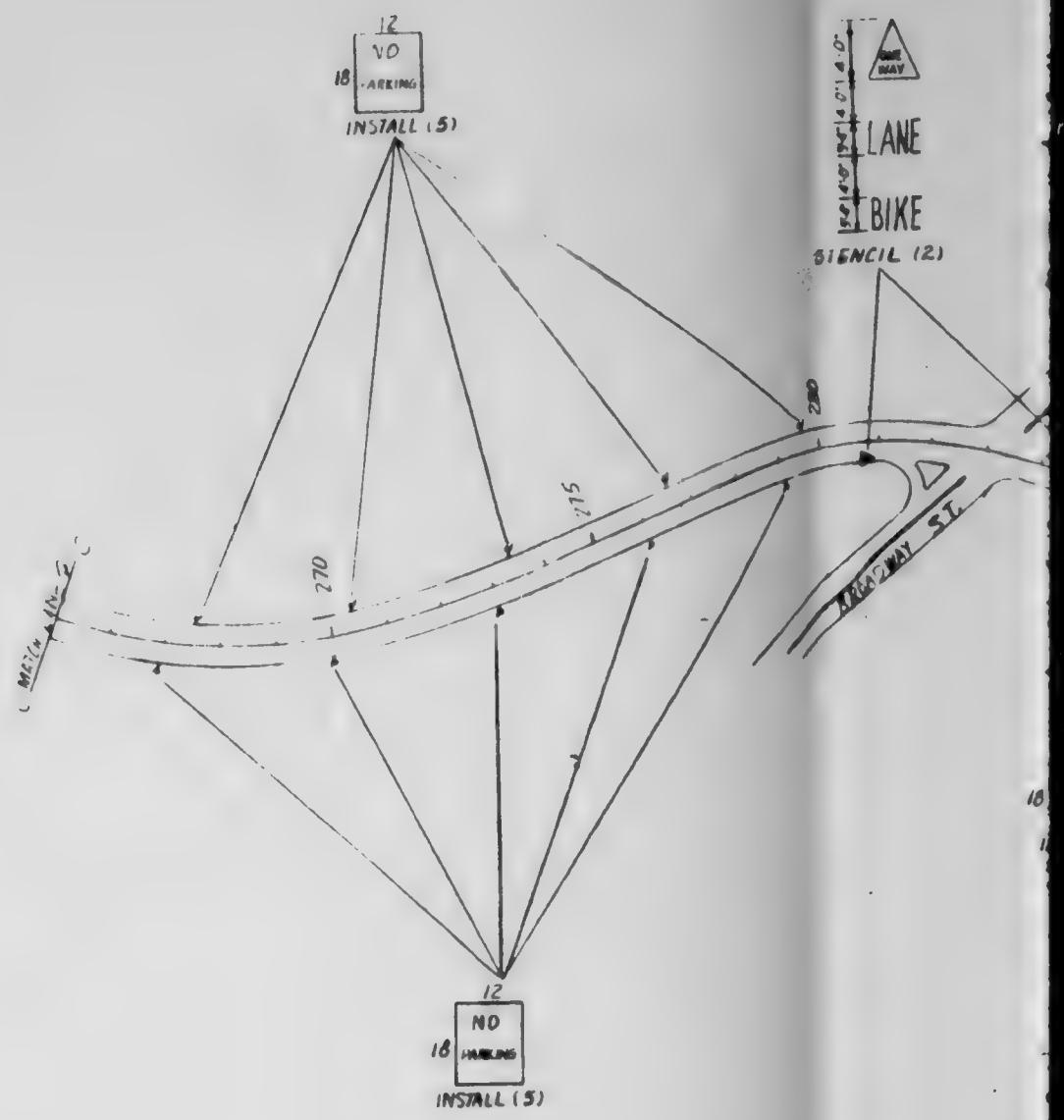


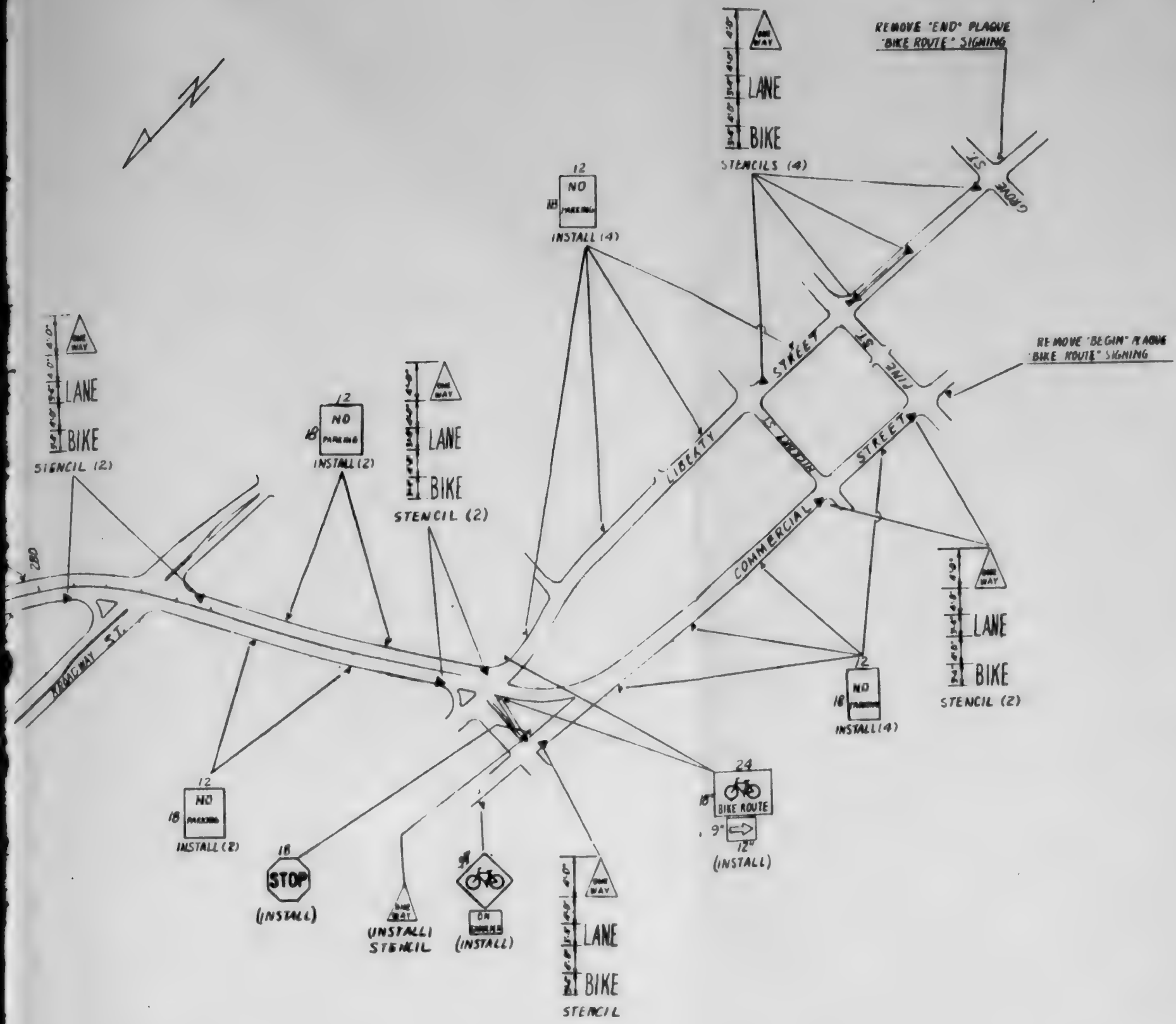
BIKEWAY SIGNING PROJECT

RIDGE DR. N.E. - PINE ST. N.E. (SALEM)
FAU 1525, SALEM PARKWAY ~ MARION COUNTY

Action	Date	Signature	Title
Submitted	10-13-82		Traffic Control Eng
Approved	10/14/82		Operations Engineer
Approved	10/27/82		Traffic Engineer
Approved	11/8/82		Asst. Hwy. Engr
Approved			

Len Garrison
10 2682


12
NO
18 PARKING
INSTALL (5)
ONE WAY
LANE
BIKE
STENCIL (2)
280
215
270
MAIN AVE E
ARROWWAY ST
12
NO
18 PARKING
INSTALL (5)



BIKEWAY SIGNING PROJECT

RIDGE DR. NE - PINE ST. N.E. (SALEM) SEC.
FAU 1525 SALEM PARKWAY - MARION COUNTY

Action	Date	Signature	Title
Submitted	10-11-82		Traffic Control Eng'r
Approved	10/14/82		Bicycle Route Eng'r
Approved	10/15/82		Sign Engineer
Approved	10/15/82		Traffic Engineer
Approved	10/18/82		Asst. Hwy. Eng'r.
Approved			

Lew Gunnison
10-26-82

94171 CL-82-198

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 4 1982
NORMA PAULUS
SECRETARY OF STATE

November 2, 1982

IN REPLY REFER TO
FILE NO.:

CON 5
#9491

R. B. Johnson Co.
P. O. Box 477
McMinnville, OR 97128

RECEIVED
NOV 8 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Gentlemen:

This will acknowledge your letter of October 15, 1982, with attached invoices filing a claim against the following Highway Division contract:

FILED BY:	R. B. Johnson Co.
AMOUNT:	$124,683.70
FOR:	Prestressed concrete pile and slabs
AGAINST (Prime contractor):	R. A. Hatch Co.
SUBCONTRACTOR:	Douglas S. Coats Construction, Inc.
CONTRACT NO.:	9491
PROJECT:	Ridge Dr. NE-Pine St. NE (Salem) Section of Salem Parkway, Marion County
SURETY:	Industrial Indemnity Company
AGENT:	Corroon & Black of Oregon

We will advise the surety and the prime contractor that we are filing this claim with the Secretary of State.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Germsen
COMMISSION SERVICES

11-8-82 JS

cc: R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Industrial Indemnity Company
Attn: Bond Department
421 S.W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

R.B. JOHNSON CO.

3 MILE LANE P.O. BOX 477 McMINNVILLE. ORE. 97128· ·472-2430

PRESTRESSED CONCRETE

October 15, 1982

Mr. Robert Gormsen, Manager, Commission Services
OREGON TRANSPORTATION COMMISSION
121 Transportation Building
Salem, ORegon 97310.

RE: OSHD Contract No. 9491
Ridge Drive NE-Pine St NE(SALEM)
FAU 1525, Salem Parkway

Dear Sir:

Notice hereby is given that the undersigned, R. B. JOHNSON COMPANY, has a claim for Prestressed Concrete Piles and Slabs furnished for use in the above referenced work in the sum of one hundred twenty-four thousand six hundred eighty-three dollars and seventy cents($124,683.70) together with accrued interest thereon, against the bond taken from R. A. HATCH COMPANY, CONTRACTOR and INDUSTRIAL INDEMNITY COMPANY, SURETY, for the above described materials, through DOUGLAS S. COATS CONSTRUCTION, Inc., a sub-contractor.

Request that the commission make prompt settlement of this claim from funds due the contractor as provided by ORS 279.314 or such other remedy as may be available to the commission.

Enclosed are copies of the overdue invoices for your information.

Thank you for your assistance in this matter.

Yours truly,

R. B. JOHNSON COMPANY

CERTIFIED
P 225 132 026
MAIL

RBJ/b

R. B. JOHNSON

INCLOSURE:

cc: R. A. Hatch Co
Douglas S. Coats Const.
Industrial Indemnity Co.
U. S. National Bank

MEMBER
pci
prestressed concrete institute

R.B. JOHNSON CO.

3 MILE LANE P.O. BOX 477 McMINNVILLE. ORE. 97128 · 472-2430

PRESTRESSED CONCRETE

Sept 7, 1982

DOUGLAS S. COATS CONST., INC.
P. O. BOX 311
Bend, ORegon 97701.

I-N-V-O-I-C-E

RIDGE DRIVE NE-PINE ST NE(SALEM)
OSHD Contract No. 9491.

105.	Prestressed Concrete Slabs, 4' x 26" x 70'-10"	22 Each	$3,650.00	$ 80,300.00
117.	Prestressed Concrete Slabs, 4' x 26" x 70'110"	8 Each	$3,650.00	$ 29,200.00
			Total this invoice.....	$109,500.00

"Completed and held in storage pending your shipping instructions."

REQUEST payment of this invoice under provisions of SECTION 109.10(b) of the Standard Specifications for Highway Construction, Oregon State Highway Division, 1974 Edition.

PERMISSION is hereby granted to remove the above described precast concrete members from our plant located on 3 Mile Lane(ORE 18) in McMinnville, Yamhill County, Oregon, at such time or times and in such manner as may be convenient to the State of Oregon, it's Highway Division, employee's, agents or contractors.

THIS PERMIT is granted in consideration of advance payments made or to be made by the Highway Division for the above described materials.

RBJ/b

R. B. JOHNSON

RECEIVED
OCT 18 1982
COMMERCIAL SERVICES
DEPARTMENT OF TRANSPORTATION

pci
prestressed concrete institute

R.B. JOHNSON CO.

3 MILE LANE P.O. BOX 477 McMINNVILLE. ORE. 97128 · 472-2430

PRESTRESSED CONCRETE

July 26, 1982

DOUGLAS S. COATS CONST., INC.
P. O. BOX 311
Bend, OREgon 97701.

I-N-V-O-I-C-E

RIDGE DR NE-PINE ST NE(SALEM)
OSHD CONTRACT No. 9491

102.	PRESTRESSED PILES 12" SQUARES	14/37'	6/38'	20/39'	1,526 LF
114.	" " " "				
					$9.95 $15,183.70

"Completed and held in storage pending your shipping instructions."

REQUEST payment of this invoice under provisions of SECTION 109.10(b) of the Standard Specifications for Highway Construction, Oregon State Highway Division, 1974 Edition.

PERMISSION is hereby granted to remove the above described precast concrete members from our plant located on 3 Mile Lane(ORE 18) in McMinnville, Yamhill County, Oregon, at such time or times and in such manner as may be convenient to the State of Oregon, it's Highway Division, employee's, agents, or contractors.

THIS PERMIT is granted in consideration of advance payments made or to be made by the Highway Division for the above described materials.

RBJ/b

R. B. JOHNSON

For value received, we hereby assign the within account to United States National Bank of Oregon, McMinnville Branch, McMinnville, Oregon, and guarantee the payment of the same when due or at any time thereafter and consent to any extension of time or renewal, waiving demand, notice and protest.

By

RECEIVED
OCT 18 1982
COMMISSION
DEPARTMENT OF TRANSPORTATION

pci prestressed concrete institute

9491

Parkway

ROAD DESIGN SECTION

DES 16

C. O. Fredrickson
Region 2 Engineer
attn: Allison
A. D. Olson
Preliminary Design Engineer

October 22, 1982

Weisner Ave. Cul-de-sac
Minor Partition Plat 81-22(a)M
Ridge Drive-Pine St.
Salem Parkway
Marion County

Verstoeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 22 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ___/___/___
Action

We have been advised that the City staff has reviewed the long-term situation and agrees that the cul-de-sac be constructed according to the contract plans, sheet 5, as revised 6-14-82.

Any future development of the property will be subject to the review and approval of the City. This assures that the requirements of the decision granting the Minor Partitioning will be protected. No property will be dedicated at this time, leaving maximum flexibility for future development alternates.

Please proceed with construction of the cul-de-sac.

ADO:rw

cc: Ralph Lambert - City of Salem
Rod Henry

Parkway

-1079

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: Hal Versteeg
ROAD DESIGN ENGINEER

DATE: October 19, 1982

FROM: Gerald Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Early Opening
Ridge Dr. - Pine St. (Salem)
Salem Parkway FAU 1525

Please have your staff prepare signing plans with other protective devices indicated for the early opening of the southerly portion of the subject project. We currently envision that the portion from Claxter Road southerly will be available for opening to traffic by late spring next year.

The Chemawa Interchange, into which the northerly end of the subject project connects, will probably not be available for traffic until at least the summer of 1984. This means the southerly portion of the subject project will be under traffic for approximately one year or more before the full Parkway is put into operation.

Region 2 Traffic Engineer Dave Weaver has reviewed the carrying capacity of Claxter Road; he indicates it is already loaded. This means that with the Parkway-generated traffic, it will be slightly overloaded and will really not carry additional traffic, except at off-peak hours.

We have contacted County and City officials. They are tentatively in agreement with the concept, with the reservation that they review the plans developed by your office.

By a copy of this letter to Traffic Engineer L. E. George, he is requested to design the temporary traffic signals for the Claxter Road intersection. The poles for the haul road signals at Claxter Road were set far enough back that they may be used for that purpose. We should also use signal heads and controllers other than what will remain the existing contractor's equipment.

We appreicate your cooperation and that of Mr. George's staff in providing these details which we anticipate adding to the curent contract by a Price Agreement or a State Force Order. If there is a problem with either of your staffs providing this information, please let us know at an early date.

GW/rgb

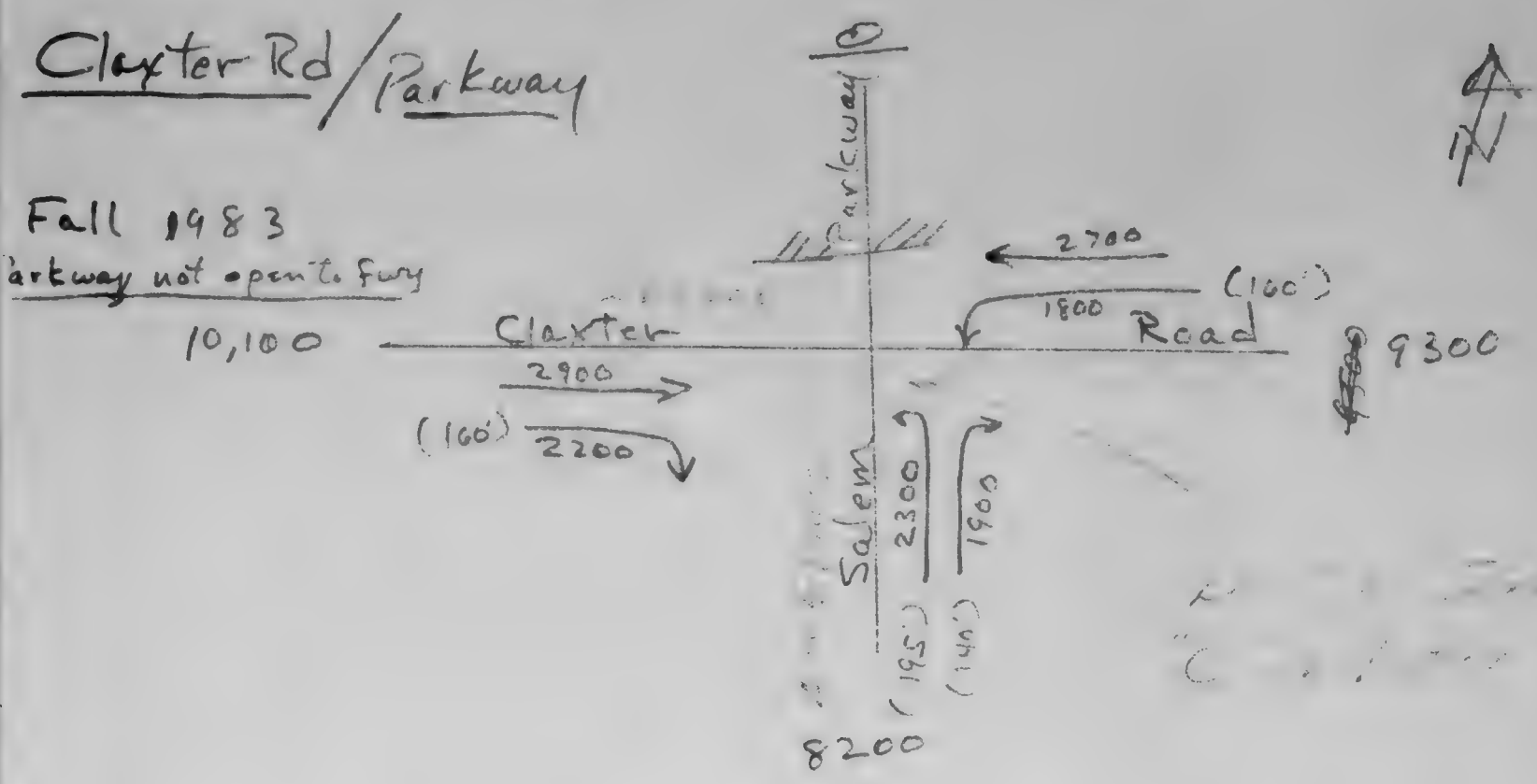
cc: C. T. Keasey
L. E. George
C. V. Lehman

81-125-1387

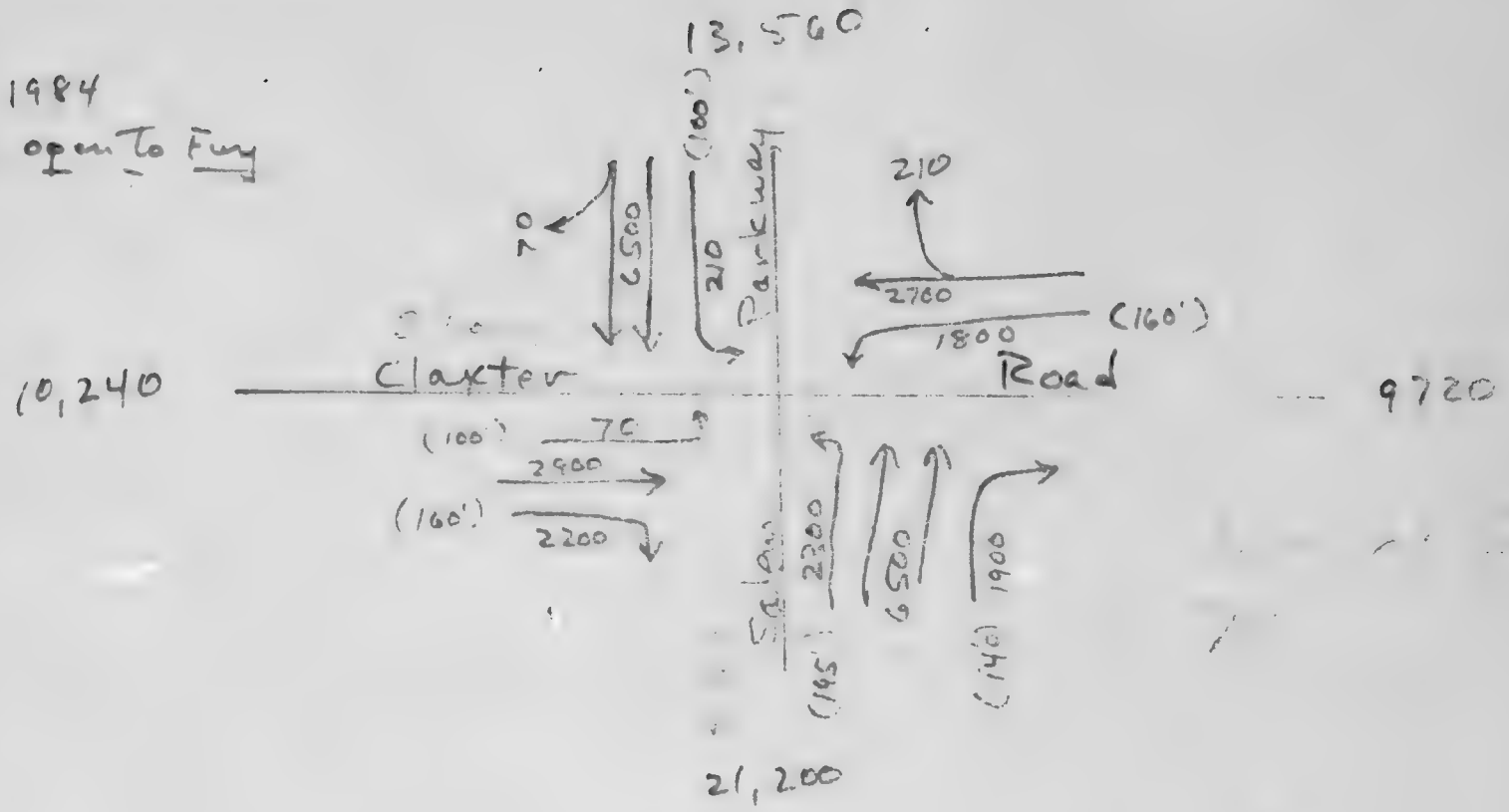
Contains Recycled Materials

Claxter Rd / Parkway

Fall 1983
Parkway not open to Fwy



Fall 1984
Parkway open to Fwy



9491

224-1079

NOTED
W. E. SCHWARTZ

October 13, 1982

William E. Puntney
Clayton-Ward Company
1620 Candlewood Dr. NE
Salem, OR 97303

Subj: Temporary and Permanent Access
Salem Parkway Project

As a follow-up to Region Construction Engineer Gerald Wimer and Project Manager Cliff Lehman's meeting with you on October 12, let me assure you by the time you receive this letter, the barricades and detour signing necessary for the detour road will be in place. In fact, they should be in place by the morning of October 13.

If this doesn't answer the problem or other problems arise concerning this detour arrangement, please contact either of them. Their telephone numbers are 378-2626 and 378-4405, respectively.

The Final Environmental Impact Statement, which was subject to appropriate public review including availability at the public hearing for this project, requires a frontage road of sufficient height to serve as a noise barrier "from Verda Lane southerly to Brooks Street." This is the reason for the elevated frontage road in front of your business. It is strictly in accordance with the contract plans and specifications.

As promised by Messrs. Wimer and Lehman, the connection for Candlewood Drive will be 30 feet in width as set forth in the contract plans. They have arranged for increasing the radii at its intersection with the frontage road to 55 feet each. This should be adequate to serve your large trucks; however, Mr. Lehman will check this with you as soon as the radii have been constructed to varify that the truckers using your facility have no further problems utilizing this connection. We will also provide adequate delineation both on an interim and a permanent basis.

Continued...

Thank you for your forbearance on this matter. We believe you will find the completed facility adequate to serve the intended purpose, if you will bear with us during the construction phase. Again, thank you for your patience.

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
ACTING ASSISTANT STATE HIGHWAY ENGINEER

GW/rgb

cc: C. T. Keasey w/attch.
Region 2 w/attch.

CLAYTON-WARD CO.

- CORRUGATED BOXES
- SHREDDED PACKAGING MATERIAL
- PAPER RECLAIMING AND RECYCLING
- CONFIDENTIAL DOCUMENT DESTRUCTION

PHONE [503] 393-8700
1620 CANDLEWOOD DR., N.E.
SALEM, OREGON 97303

10/8/82

Highway Dept.
Oregon, State of
140 Transportation Bldg
Salem, Oregon

Re: Salem Parkway Project

Gentlemen:

The exit off of the frontage road to our location is narrower and steeper than the original diagram showed it was to be. We feel this is dangerous with the extensive heavy truck traffic we have, also the frontage road blocks any visibility from the main arterial which we understood was not going to happen.

Also the detour arrangement is completely unsatisfactory. It is like a maze.

Our customers repeatedly call us and indicate they are unable to find their way to our establishment. We have gotten no satisfaction from the contractor and the state inspectors apparently have little control over the contractors in that we have complained for three days with no tangible results.

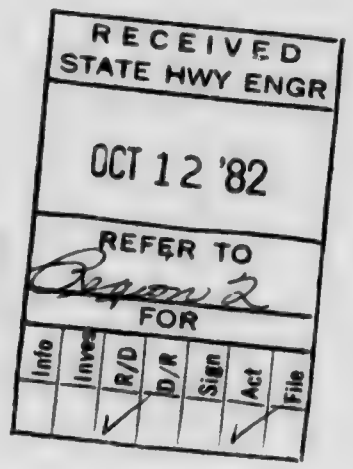
Again we feel that we have been unreasonably interfered with by the detour set-up and feel the frontage road is unsafe as well as causing our business problems.

Please tell us how you can correct these problems.

Sincerely,

CLAYTON-WARD CO.

William E. Puntney



9491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10-5-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)	
2. STATE PROJECT NO. See below	
3. FROM: Dale E. Wilken, Division Administrator, Federal Highway Administration, OR Div.	4. PROGRAM NO.
	5. ITEM NO. 80236
	2A. COUNTY NAME: Marion

6. TO

H. S. Coulter, State Highway Engineer
Oregon State Highway Division, Salem, OR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/26/82	FAU 1525	City Street

10. GENERAL LOCATION:

Ridge Drive N. E. - Pine St. N. E. (Salem)

11. GENERAL DESCRIPTION OF WORK

Relocate electrical service Broadway Sta. 24 to 25 Lt.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~A NA ORBED OR FA AN~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/26/82 as requested in Mr. Keasey's letter of 9/28/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $ 1000.00 FF$ 850.00 .

RECEIVED
STATE HWY ENGR
OCT 8 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/5/82	D. K. [illegible]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

To Don Parkerson

ROAD DESIGN SECTION DES 16

Cliff Lehman
Project Manager

August 30, 1982

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Ridge Drive, N.E.-Pine Street, N.E. (Salem)
FAU 1525 (Salem Parkway)
Marion County
Contract No. 9491

Verstoeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 31 1982
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring to /
Action

Attached are three sets of approved shop drawings for the Type "A" and Type "U" and one Type "D" signs on the above-named project.

One set should be retained by you for field inspection of the signs; one set should be forwarded to Don Wackerbarth's office for shop inspection of the signs; and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

9491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80236

2A. COUNTY NAME
Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/29/82

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Ridge Drive NE - Pine St. NE (Salem)

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utlity adjustment

13. REMARKS

As requested by Mr. Swan's letter of 8/24/82 this will confirm the advance approval date of 7/29/82 to proceed with the actual adjustments to Keizer Water District's water main on an acutal cost basis estimated to be $4,534 Federal Funds $3,854.

I approve the agreement with Keizer Water District.

Approval and particiaption for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

ONLY

14. DATE: 8/30/82

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hoosner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 & 41

ROW 18-4

August 24, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Service Main Relocation
Keizer Water District
Ridge Dr. N.E.-Pine St. N.E. Section
Salem Parkway, FAU 1525
Marion County
Project No. IX-1525(3)

RECEIVED
TECHNICAL SERVICES
AUG 27 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Keizer Water District's 2-inch water service main dated August 9, 1982, and a sketch showing their proposed relocation. The water service main relocation is required to serve property remainders isolated by the Parkway construction.

The conflict was not originally anticipated, during right of way acquisition, therefore, the District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required by the City of Salem.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 29, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $4,534.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9 of 11

ROW 18-4

August 2, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: William H. Kappus, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Service Relocation
Keizer Water District
Ridge Dr. N.E. ~~Division St. N.E.~~ - Pine St. N.E.
Marion County
Project No. IX-1525(3)

Dear Mr. Kappus:

Confirmation of your verbal authorization for Keizer Water District to proceed with the relocation of private water services in conflict with this project as of July 29, 1982 is requested. The disposition of private water service lines was overlooked during right of way negotiaions in the vicinity of Pleasant View Dr. N.E. @ Shady Lane N.E. Keizer Water District, who serves the property owners, has agreed to provide a new main and service connections.

An estimate of cost is being prepared by the District. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 18'82
REFER TO
FOR
Info | Inves | R/D | D/R | SWE | Act | File

RECEIVED
AUG 16 1982
R/W & UTILITY UNIT

Advanced authorization date of
July 29, 1982 is approved

William H. Kappus

William H. Kappus, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
C. O. Fredrickson
Don Bedford
Pete Gonzalez

9491

2-2-82

L.

RECEIVED
STAT HWY ENGR
2 '82
REFER TO
FOR

The ground is already broken for the

Salem Parkway

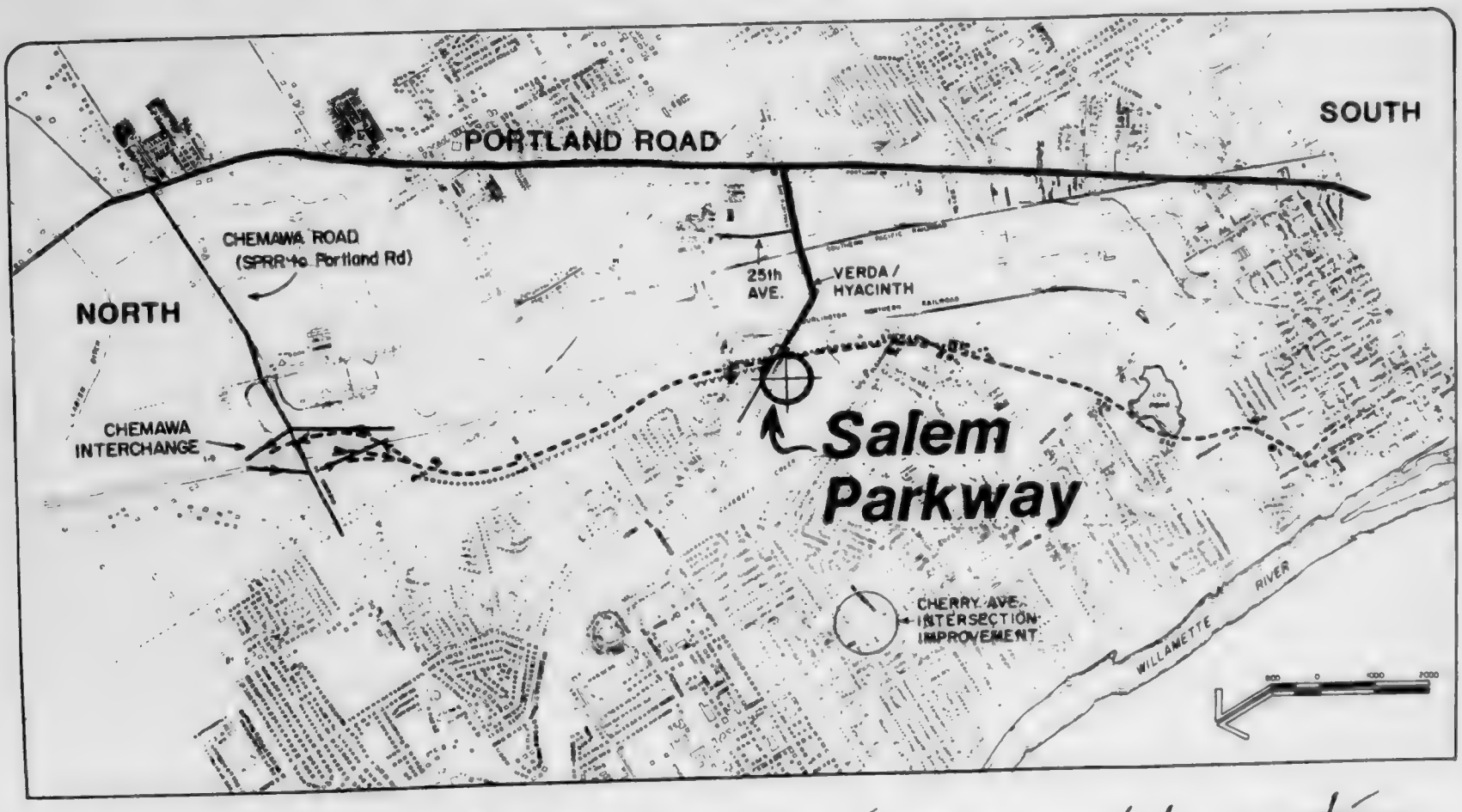
and its route is pushed through.

You are invited to celebrate the construction of this long awaited link in Salem's transportation system

on **Friday, August 13, 1982**

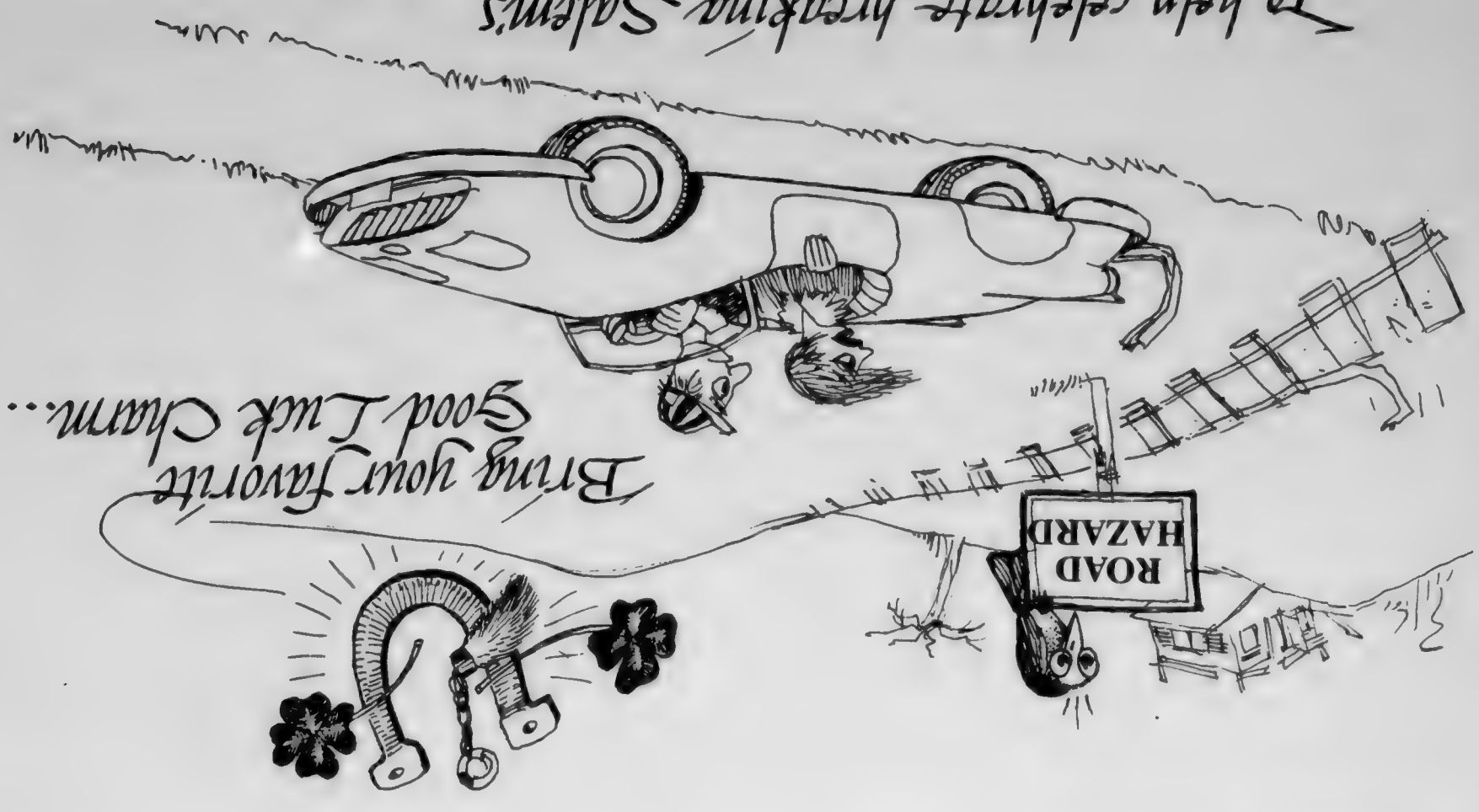
4:30 p.m. at the corner of Verda Lane ◆ the new Parkway ◆

U.S. Senator Mark Hatfield will be present along with the many state, county and city officials who have worked long and hard to make this dream a reality.



◆ Enter on Verda Lane; Carpooling is recommended as parking space is limited.

To help celebrate breaking Salem's traffic jinx on Friday the 13th



Salem City Hall
Room 220
555 Liberty Street, S.E.
Salem, Oregon 97301

RECEIVED
FIRST-CLASS

Mr. Scott Coulter
State Highway Engineer
140 Transportation Building
Salem, OR 97310

-over-

9471

Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208

Misc C & A 7711

In reply refer to: EVLS
Tract No. SAP-10
Salem Alumina Plant (operated as
Chemawa-Salem Alumina No. 1)
DE-SC79-81BP48637

JUL 30 1982

Your Reference:
ROW 18-4
OERR U'Xing (BNRR)
FAU 1525, Salem Parkway

MISC. CONTRACTS and
AGREEMENTS No. 7711

Mr. Jack Cartwright
Utility Engineer
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Cartwright:

The signed Trust Agreement covering modification of a portion of our transmission line facilities for the subject highway project and State Warrant in the amount of $5,000 were received July 9, 1982.

The agreement has been signed for the Bonneville Power Administration and, as requested in your letter of July 6, 1982, three fully executed copies are enclosed.

Sincerely,

Renee M. Ferrera

Renee M. Ferrera, Chief
Land Management Unit

Enclosures

RECEIVED
AUG 3 1982
RR & UTILITY UNIT

xc: Cliff Lehman
Don Bedford
Pete Gonzalez
Gen Files w/agmt.

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DATE: ~~May 17, 1982~~ 7/12-82

TO: Rod Henry
Assistant R/W Manager

FROM A.D. Olson
Preliminary Design Engineer

SUBJECT: R/W Files 46931 & 47323
Keizer Water District Land Trade
Salem Parkway
Marion County

We have reviewed the data transmitted to you by Roger Hansen (4-21-82).

As part of the land trade with Keizer Water District it was necessary to file a minor partitioning application with the City Planning Department. The Planning Administrator's finding was that the partitioning be granted subject to the conditions that:

a. A standard street dedication of 60 feet wide with a 34 foot curb-to-curb improvement with a cul-de-sac radius of 45 feet wide and a cul-de-sac bulb improvement of a 38 foot radius for a cul-de-sac 400 feet or more in length. This cul-de-sac bulb will be located along the south property line at a point which allows access development to the south.

b. A one foot reserve strip along the street and cul-de-sac bulb, (to prevent access to the Salem Parkway).

In reviewing the right-of-way map and the surplus property in the area, it appears that a roadway could be extended east to the Parkway right-of-way and then south along the right-of-way to serve a minimum of 8 lots. The surplus property farther to the south is a remnant of a parcel zoned light industry and might be more appropriate as residential, either single or multi-family. If the zone is changed the roadway mentioned above could be extended southerly to Claxter Road and serve this area also.

At this time it appears appropriate to build only the minimum required as part of the property trade and leave all options open for future development of the remainder of the property once it returns to private ownership.

Only the required cul-de-sac immediately east of the existing end of Wiessner Avenue would be built at this time, to satisfy the construction requirements. Right-of-way would be dedicated for the cul-de-sac at that position and also for a standard street 60' wide easterly to the right-of-way line of the Parkway, with a 1-foot reserve strip between the end of the street dedication and the Parkway right-of-way. This would allow for access to the property to the south in the future and would provide the required reserve strip.

Contains Recycled Materials
SP 125-1327

A design for the construction will be laid out and sent to Region for review and for construction under the Parkway Contract. Since this is a part of the right-of-way requirements that funding would be appropriate.

If you see any problems with this please advise me.

ADO:kg

cc: Roger Hansen, Region 2 R/W
C.O. Fredrickson

Hennington Enterprises Inc. 582-6 Sold To Keizer Water District R 226-80 0.93A.

228±

184±

188±

Acquired for 625-503 Deed R 226-83 1.0A.

Temporary Cul de Sac Easement

Cul de Sac Location

SNER AVE. N.E.

PD 172+73.76 PS

PD 172+83.78 PS

172+93.73 PS

190'

JOHN M. PL

Fd. ½" IP N 493,115.47 E 1,352,166.28

Potential Re-Subdivision Lots

R-4

B-1 Cul de Sac

CHELAN ST. N.E.

19TH PLACE NE.

PD 176+48.76 PSC

176+68.73 PSC

PD 176+58.78 PSC

150'

15

14

OR N.E

180'

170'

175

43332

PD
Δ 1°30' C.R.
Δ 17°24'30"
375.50'
S 20°48'45"
D=0.4

I-1 (Light

SNER AVE. N.E.

Emergency Cul de Sac Loop

P.C. Cul de Sac Location

PD 172+73.76 P.S.

PD 172+83.78 PS

172+93.73 P.S.

190'

Fd ½" I.P. N 93,115.47 E 1,352,166.28

Potential Residential Lots

JOHN M. PL

47332

175

CHELAN ST. N.E.

15

R-4

19TH PLACE NE.

PD 176+48.76 P.S.C.

176+68.73 P.S.C.

PD 176+58.78 PSC

150'

NO

14

OR

N.E.

B-A P.C. Cul de Sac

180'

170'

PD 1°30' C.R. TA 170°24'30" TS 172.50' 375' SOS S 20°48'45" Δ=0.4

1°30' C.R. TA 19°52'30" R 822.66' 375' SOS S 20°48'45" Δ=0.4

I-L (Light Industry)

47322

+00

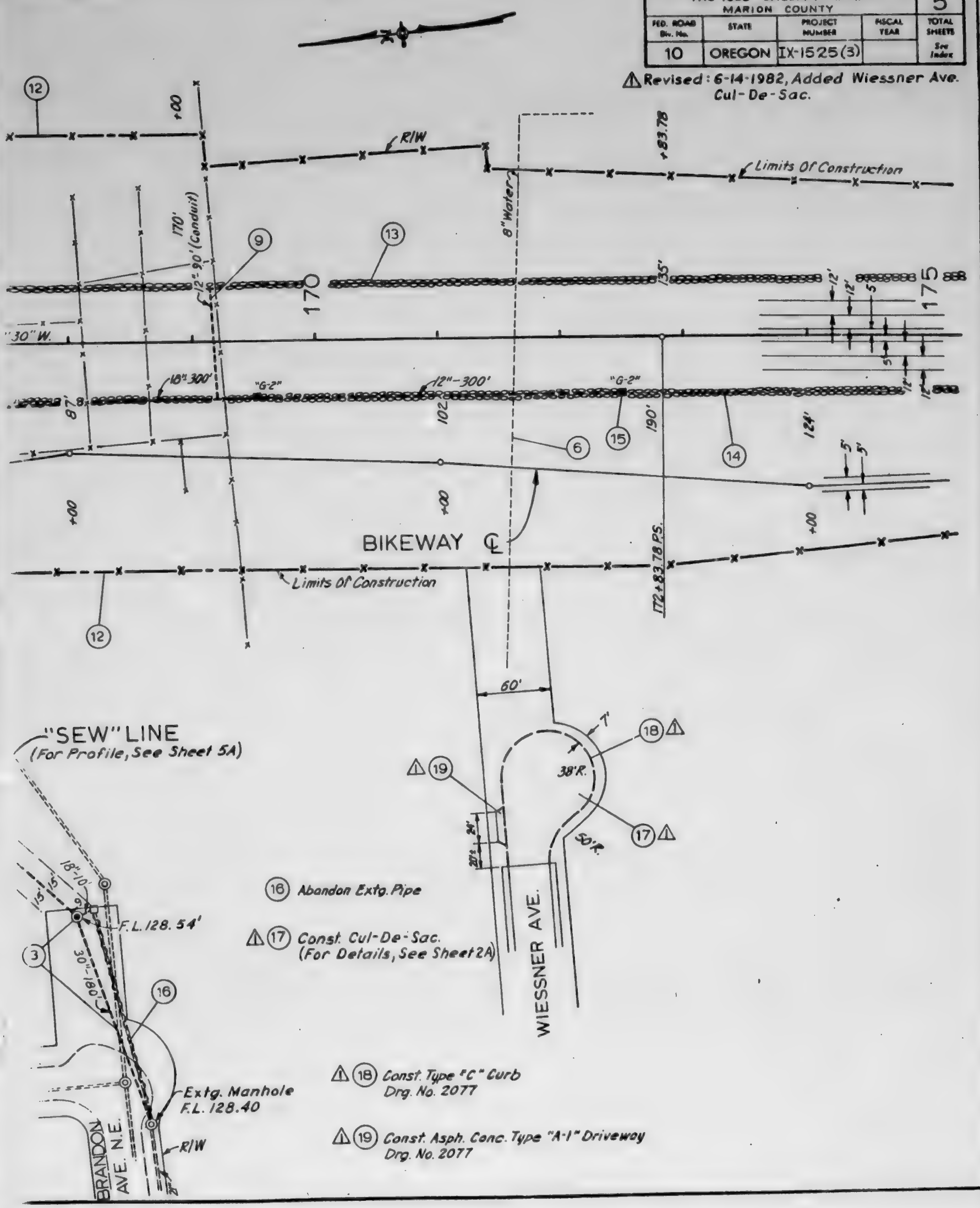
120'

16 V-133

..., R.3W., W.M.

...GE DR. N.E.-PINE ST. N.E. (SALEM) SEC. FAU 1525 SALEM PARKWAY MARION COUNTY				SHEET No. 5
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
10	OREGON	IX-1525(3)		

⚠ Revised: 6-14-1982, Added Wiessner Ave. Cul-De-Sac.



(16) Abandon Extg. Pipe

⚠ (17) Const. Cul-De-Sac. (For Details, See Sheet 2A)

⚠ (18) Const. Type "C" Curb Drg. No. 2077

⚠ (19) Const. Asph. Conc. Type "A-1" Driveway Drg. No. 2077

F.J. Peterson
3-1393

Hemmingsen Enterprises Inc.
502-6
Sold To Keizer Water District
R 226-80

Keizer Water Dist.
625-505
Deed R 226-83

46931

545-823

Dedicated

To be sold ①
4-22-82

N 55° E

191.

45' R.

② 23.58'
S 37° 56' 29" E

+73.76 P.S.

190'

180'

170'

+93.73

Fd. ½" I.P.
N. 493,115.47
E. 1,352,166.28

JOHN M. PUGH DLC NO.

47332

175

15

19TH PLACE NE

150'

170'

9491

Form 81-734-3208

OREGON STATE HIGHWAY DIVISIO.

1-P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Ridge Drive - Pine St NE (Salem) Date July 8, 1982

Highway FAU 1525 (Salem Parkway) Contract No. 9491

County Marion Prefix 324-1079

Contractor R. A. Hatch Company F. A. Project No. IX-1525(3)

Address PO Box 6179 Bend, Oregon 97708 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Lower water service line.

Location by station numbers: Sta 215±.

Estimate of quantities and cost:

Labor ----------	$ 200.00
Equipment ----------	70.00
Materials ----------	50.00
Total	$ 320.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The water line from the meter to the building passes under the new alignment in a cut area. No provisions to accomadate this line ~~wane~~ included in the right-of-way purchase and since it is now on public R/W it is not the property owners responsibility. Also the water district does not maintain lines beyond the water meter.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 6,989,914.97
Present estimate of project costs, including $ 320.00 for work under this order	$ 6,710,638.37
Expected under-run ~~over-run~~ amount	$ 279,276.60
Expected under-run ~~over-run~~ per cent	4.00

Space to right of this line is for use of Salem Office

Submitted by: C.V. Lehman Project Engineer / Project Manager

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approval Recommended: ..... Regional Engineer

OS 7-22-82

Approved For: ..... Construction Engineer

7/15/82

SP*79604-734

Salem Parkway

ROAD DESIGN SECTION

C.O. Fredrickson
Region Engineer
A.D. Olson
Preliminary Design Engineer

June 30, 1982

Ridge Drive-Pine Street
Salem Parkway
Marion County

Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUL 1 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

Revised plan sheets are being prepared on the Parkway which show a wall on the west side from Claxter Road to Verda Lane (Sheet 7). This was brought to our attention by FHWA personnel who feel that the commitments made in the Final EIS prepared by the COG will lead to legal problems if we use a chain link fence and shrubbery for a visual barrier as presently shown on the plans.

An acceptable alternate to the timber wall shown on sheet 2Q 2 is "Artistic Fence", a precast panel wall. One manufacturer of the "Artistic Fence" is Salem U-Cart Concrete: 2498 Pringle Road SE, Salem, Oregon 97203.

The wall shall have the Roman Double Face design and shall be painted with a minimum of two coats of Formula 100-82 paint. The fence posts shall be set a minimum of 36" in concrete with a 24" diameter 4 foot deep hole.

This alternate would be preferable from a maintenance standpoint and should be obtained if costs are comparable.

ADO:kg

cc: Cliff Lehman
C. T. Keasey

REFERRED TO

Beard Stoudenmeyer
Cole Mann
✓ Eriksen FE Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

9491

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
PLANNING DIVISION
Room 305

June 29, 1982

RECEIVED
JUL 2 10
DISTRICT II
R/W. OFFICE

Roger Hansen
Senior Acquisition Agent
Room 212, State Highway Building
2960 State Street SE
Salem, OR 97310

Re: Minor Partitioning Plat No. 81-22(a)M

Dear Mr. Hansen:

In analyzing your sketch showing a cul-de-sac at the east stub end of Wiessner Avenue which was submitted to Planning for our review for compliance with the April 12, 1982, partitioning decision, staff has the following comments:

1. Based on the March 23 Partitioning Review Conference proceedings, the intent of the decision to require a cul-de-sac along the south property line was threefold:

   (a) Provide a paved driveway (SRC 118.070(b)) to the Keizer Water District pump station.

   (b) Access to the vacant, state-owned land to the south.

   (c) Complete the existing street improvement of Wiessner Avenue to City standards.

2. Locating the cul-de-sac bulb "...along the south property line at a point which allows access development to the south." was considered particularly important based on the size of additional vacant state property that parallels the Parkway on the south which requires access from Wiessner for future development.

   Based upon calculations from ODOT right-of-way maps, there is sufficient state land immediately south of the pump station for three standard 60 foot wide lots plus a minimum 22 foot wide public accessway to additional state land paralleling the Parkway. This accessway would logically extend directly south from the A-Alternate cul-de-sac bulb shown on your sketch. This accessway could serve

Big deal?

RECEIVED
1982
ROAD DESIGN SECTION

anywhere from six 5,000 square foot sized lots, as allowed by SRC 63.334, "Mini Subdivision" to 12 lots, as allowed by SRC 127, "Increased Residential Density". The accessway would parallel the Parkway right-of-way and serve only the property currently zoned residential.

As you have indicated by your sketch, there is more than one design solution to meet the letter of the requirement. City staff's preference is your A-Alternate, which meets both the letter and intent of the requirement. The location of this bulb clearly allows access development to the south as described in 2 above. However, with some adjustments the bulb located at the immediate end of Wiessner could be used as an alternative, but would ultimately require extending Wiessner to a second bulb at A-Alternate as a means to develop access to the south.

Through incremental extension of Wiessner, and some needless duplication of turnaround construction, a bulb at the immediate end of Wiessner could work with the following variations:

(a) Shift the bulb northerly onto the pump station parcel in order to establish the minimum required direct street frontage. SRC 63.145(d) requires a lot to have a 40 foot width at the front lot line on a cul-de-sac or a 60 foot width on a standard street. An improved cul-de-sac would also satisfy SRC 118.070(b) which requires the driveway to the pump station to be paved.

(b) The cul-de-sac should be centered on the Wiessner Avenue centerline, or located so that the greatest portion of the bulb is on the pump station parcel, leaving the major portion of vacant land available for residential development. The cul-de-sac as shown severely cuts into land that could be used for building lots.

Based on the information in the packet submitted with your sketch, it appears that a cul-de-sac bulb that abuts the Parkway right-of-way bulb and centered on the Wiessner centerline, would best fulfill the conditions of tentative approval and the concerns expressed at the Review Conference. If you have any further information, including data about the physical features of the land, that prevents the cul-de-sac bulb from being located at this point, please feel free to submit it to our division, or call Lynnette Martino at 588-6173.

Sincerely,

Roger J. Budke
Principal Planner

RJB:LCM:smm

cc: File

9491

L

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-1525(3)
Ridge Drive NE.-Pine Street NE.
Salem, Marion County

Date: June 29, 1982

From: Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. C. T. Keasey's Notification of Contract Work Start, dated June 24, 1982, for Project IX-1525(3), Contract 9491, Work Start date of June 16, 1982, is not accepted.

Formal request for an concurrence in award of this contract has not been received or granted as of this date.

G. K. Hoosner
for Dale E. Wilken

cc:
OSHD (C T Keasey, Const)
OSHD (R D Church, Const)
OSHD (D E Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
JUN 30 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

9491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

L-28-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(1)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA, Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Marion
	5. ITEM NO. 80236	

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/28/82	FAU 1525	City Street

10. GENERAL LOCATION:

Chemawa Road - Hickory Street Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 6/21/82, you are now authorized to proceed with the actual adjustments of Portland General Electric Company's aerial power line relocation on an actual cost basis estimated to be $30,360 - Federal funds $25,806.

I approve the agreement with Portland General Electric Company which includes billing at cost of material less 80% salvage.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY. E.
JUL 7 '82
REFER TO
FOR
Info Invest R/D D R Sign Act

OK'd to 7-7-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16 TITLE
6/28/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

94-91

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA, Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80236

2A. COUNTY NAME
Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/24/82

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Ridge Drive N. E. - Pine St. N. E. (Salem)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Swan's letter of 6/21/82, you are now authorized to proceed with the actual adjustments of Salem Electric's aerial power line relocation on an actual cost basis estimated to be $1,559- Federal funds $1,325.15.

I approve the agreement with Salem Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUL 7 '82
REFER TO Mechanic
FOR
Info Inve R/D D R Insp Act File

Orig to 7-7-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/24/82	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROW 18-4

June 21, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Portland General Electric Co.
Chemawa Rd.-Hickory St. Section
FAU 1525, Salem Parkway
Marion County
Project No. IX-1525(1)

RECEIVED
TECHNICAL SERVICES
JUN 22 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Rel | File

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to adjust Portland General Electric Company's (PGE) facilities dated May 28, 1982, and a sketch showing their proposed relocation.

A certification prepared by Donnie R. Bedford as to PGE's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to PGE dated May 17, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required by the City of Salem.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the PGE's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $30,360.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

9491

Salem Primary

cy - Given to Steering Comm 6-4-82 EDK

CONSTRUCTION AUTHORIZATION

Ridge Dr. N.E.-Pine St. N.E. (Salem)

Contract Amount		$5,972,672.75
Anticipated Additional Items:		
Permanent Pavement Striping	$ 11,000.00	
Temporary Pavement Striping	1,000.00	
Remove Pavement Striping (Exist. & Temp.)	750.00	
State Furnished Traffic Control Program	2,500.00	
Water During Establishment Period	360.00	
Asphalt Cement Admustment	130,000.00	
On the Job Trainees ($0.80 x 8,000 hrs.)	6,400.00	
Signal Controller Testing & Turn-on	10,675.00	
Bikeway Signs	1,200.00	
Bikeway Striping & Legend	1,300.00	
State Furnished Traffic Signal at Claxter Rd.	10,000.00	
1-inch Water Main & Installation (3)	900.00	
P.G.E.	3,000.00	
N.W. Natural Gas	10,000.00	
Salem Water	45,000.00	
Salem Electric	1,500.00	
Gabion End Protection at Sewer Outfall	5,000.00	
		240,585.00
		$6,213,257.75
Contingencies (4-1/2%)		279,596.60
Engineering (8%)		497,060.60
Net Authorization		$6,989,914.95

Low Bidder R. A. Hatch Co.

By Jack Sullivan
6-3-82

35% FAIX
1,207,875 obligated

Version:
Anderson
Adams
Olson
Sullivan
Temple
Trout
Yeung

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bridges
Action

cy - Steve to Steering Comm
6-4-82 EH

Status of Chemawa Interchange Job

6-3-82
F. Eriksen

How soon can we let?

Road Plans can be completed for July 22 letting
(TP+DT is not done)
(Perm. Signing is nearly complete)

Bridge Plans can be completed for July 22 letting

Traffic Signals " " " " July 22 letting

R/W (anticipate 6wks to July 15th. clear) Clear for Aug. 26 letting

Illumination Plans can be completed for Sept. 23 letting
(Can go as separate Contract)

Landscaping Plans are done

Spec's (not started)

R/W RR tile + 1 other parcel

Certify R/W status 5wks. prior to letting

FAIX $2,800,000 estimate 6-4-82

Total Estimate $8,200,000 6-4-82

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Troutman
Wakerlig

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Date
Return to
Branch
Action

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-1-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-1525(3)
2. STATE PROJECT NO.	See below
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	80236
2A. COUNTY NAME	Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/1/82	FAU 1525	City Street

10. GENERAL LOCATION:

Ridge Drive NE - Pine Street NE (Salem Parkway)

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* utility adjustment

13. REMARKS

As requested by Mr. Swan's letter of 5/25/82 you are now authorized to proceed with the actual adjustments for the City of Salem's water facilities on an actual cost basis at a TEC of $45,000 Federal Funds $38,250.

I approve the agreement with the City of Salem, Department of Public Works.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
JUN 4 '82

Orig to 6-4-82

REFER TO Mechring
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/1/82	G K Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

14-11

NOTED
E. S. HUNTER

ROW 18-4

May 25, 1982

RECEIVED
TECHNICAL SERVICES
MAY 27 '82
REFER TO
FOR
Info | Invest | R/D | B/R | Staff | Act | File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Water Facilities Relocation
City of Salem
Ridge Dr. NE-Pine St. NE (Salem) Section
FAU 1525 Salem Parkway
Marion County
Project No. IX-1525(3)

Here is a copy of an estimate of cost to adjust City of Salem's water facilities dated April 15, 1982.

A certification prepared by Donnie R. Bedford as to the City's rights in the land occupied by their facilities is in our files.

The City of Salem is responsible for the relocation of utilities in conflict with this project.

The conflict was anticipated. The City Water Department was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued as the facilities occupy City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $45,000.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-24-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Marion
	5. ITEM NO. 80236	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/24/82	FAU 1525	City Street

10. GENERAL LOCATION:

Ridge Drive NE - Pine Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 5/19/82 you are authorized to proceed with the actual adjustment to the Northwest Natural Gas Company's gas main relocation. Reimbursement on an actual cost basis estimated to be $6,066 Federal Funds $5,156 is approved.

I approve the agreement with the Northwest Natural Gas Company.

Approval and aprticipation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO
FOR
Into | Invest | R/D | D R | Sign | Act

Orig to 5-26-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/24/82	J. K. Swanson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9491

Salem Parkway

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO. D. H. Moehring, PE
Program Management Engineer

DATE: May 21, 1982

FROM J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Exception to Right of Way Certification
Federal-Aid Project IX-1525(3)
Bid Opening May 27, 1982
Ridge Dr. N.E. - Pine St. N.E.
(Salem) Section
File 47239

1 Versteeg
Anderson
3 Adams
Olson
2 Sullivan JWS
Terpin
Trout
Wakerlig

RECEIVED
MAY 21 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

An inadvertent error in our clearing process indicates one land use permit still in effect on this project. It is on File 47239, Chemawa Road-Hickory Street Section, Salem Parkway. It consists of a land use permit to the Keizer Little League. An exception was entered in the specifications on Page No. 15 in Section 108 - Prosecution and Progress. This statement is that construction work on the RD line will not be permitted prior to August 1, 1982, without written approval of the engineer. As far as I can ascertain, our construction personnel during the plans in hand saw that there was interference with the ball diamond on this property and concluded this exception should be contained in the specifications. Right of Way had previously requested that all land use permits be canceled; due to a foul up in instructions this was not carried out. We will immediately define the right of way for the RD line and take such measures as to cancel the land use permits on this property so that no further conflict with the project is anticipated.

As a remedial measure and to ensure that this does not happen again, we will have all projects cleared by written instructions of land use permits and rentals by formal letter to the Region Right of Way Supervisor with appropriate copies to all parties, Region Engineer and District Maintenance Supervisor, who may have an interest in these land use permits. I request that the exception as shown in the specifications be honored in our certification letter.

JBB:jr

cc: J. H. Versteeg
Duane Ridings
F. C. Lowe

Adams plans right limit

REFERRED TO
Board Stroud-Dreyer
Cole Mann
Watson
Date Dec
BY FINAL DESIGN ENGINEER

Plz Handle

81-125-1387

Contains Recycled Materials

74/91

L.

ROW 18-2

May 21, 1982

Mr. R. G. Brohaugh
Assistant Vice President -
Engineering
Burlington Northern Railway
176 E. Fifth Street
St. Paul, MN 55101

Salem Parkway U'xing of
Burlington Northern
Marion County

Dear Mr. Brohaugh:

On March 10 I sent you a number of items relating to the structure design at the subject location. Your review and comments were requested.

As of this date, we have not received a response and are quite anxious to get this project under contract. I wish that you would give this matter a high priority so that we can proceed.

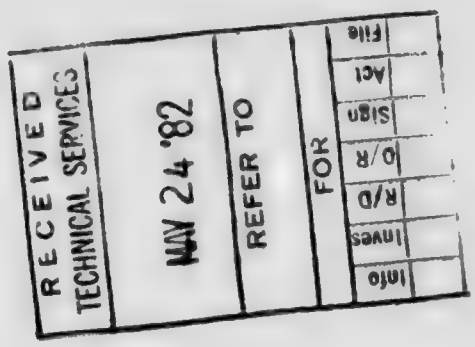
I am working with your Seattle office to expedite the conveyance of theerequested easements and the agreement necessary to cover the work the Railroad would do, such as construction of the haul road and all work to be done on the shoofly with the exception of the grading and sub-ballast.

Your assistance in this matter would be appreciated.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr cc: Leo George - Seattle
bc: E. S. Hunter
J. H. Versteeg
Walt Hart



ROW 18-4

May 19, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Natural Gas Main Relocation
Northwest Natural Gas Company
Ridge Drive, NE-Pine St. NE (Salem) Section
FAU 1525, Salem Parkway
Marion County
Project No. IX-1525(3)

RECEIVED
TECHNICAL SERVICES
MAY 20 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Here is a copy of an estimate of cost to adjust Northwest Natural Gas Company's (NNG) facilities dated December 15, 1981, and a sketch showing their proposed relocation.

A certification prepared by Donnie R. Bedford as to NNG's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. NNG was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued by the City of Salem as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the NNG's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $6,066.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Don Bedford

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
LOC 3

TO: F I L E

DATE: May 17, 1982

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 3, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 3, 1982 on the following project:

1. Ridge Drive NE-Pine Street NE (Salem)
   Salem Parkway, Marion County
   Grading, Paving and Structures

   An independent 10-foot bikeway, sidewalk, curb ramps and pedestrian signals will be constructed/installed on this project.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ROW 18-2

May 11, 1982

Mr. D. A. Bell
Chief Engineer - Region
Burlington Northern Railway
Public Works - Central Bldg.
810 Third Avenue
Seattle, WA 98104

Chemawa Interchange Section
Salem Parkway
Marion County
ROW File 52415

ATTN: Leo L. George

Dear Leo:

The purpose of this letter is to put down in writing what we discussed on May 5 regarding paper work that we have to accomplish so that the subject project can be advertised for bids.

We need the following:

1. A document conveying the easements as requested.

2. Estimates and an agreement covering the work the Railroad is to do. This would include the construction of the haul road and all the work to be done on the shoofly with the exception of grading and sub-ballast.

3. Approval by Burlington Northern of the bridge design information submitted to Mr. Brohaugh in my March 10, 1982 letter.

RECEIVED
TECHNICAL SERVICES
MAY 12 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Your assistance in helping us conclude this paper work at an early date would be appreciated. I hope that you can give it a high priority.

Cordially,

Roger D. Tryostad, PE
Railroad & Utility Engineer

RDT/llr
cc: E. S. Hunter
J. H. Versteeg
J. B. Boyd

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

May 6, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Ridge Drive N.E.-Pine St. N.E. (Salem)
Salem Parkway, Marion County
Federal-Aid Project No. IX-1525(3)

This is an addendum to our May 4, 1982 right-of-way exception letter. The specifications and plans have been made in accordance with our conversations with division personnel in that there is no designated right-of-way restriction on the plans and the specifications read as follows:

> 108.13 Right-of-Way and Access Delays - The contractor will not be allowed to proceed with the physical construction of any part of the project until all residential properties have been vacated. It is anticipated but not guaranteed that all residential properties will be vacated by June 10, 1982.

The status of the right-of-way on the project is that the State, City or County has legal and physical possession, or has the right to occupy and use all right-of-way except for the following two parcels:

> 52190-Hyde: This is an unimproved parcel of land. Negotiations have been completed, but due to a delay in locating one of the interested parties, condemnation has not been completed. The condemnation complaint was filed on April 28 but Marion County will not have legal possession of the property until June 5, 1982.

Form 734-3122

52348-DeLangh: This is an occupied residential property. A portion of the yard is within the grading limits of the project. The dwelling is outside the limits of the current project but will be required for a future contract when the frontage road is completed. Condemnation procedures have been completed and Marion County will have legal possession on May 27, 1982.

Regarding the DeLangh occupied file; the legal council for this owner has assured us that the occupant will have vacated the property prior to June 10, 1982 as the specifications indicate. There will be some improvements remaining on the right-of-way but the State has the right to remove, salvage or demolish these improvements after they are vacated.

We are requesting authorization for an advertising date of May 7, 1982 for bids to be received on June 3, 1982 with the two above files not clear. The contract documents will comply with paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date). All other certifications and requests in our May 3, 1982 PS&E letter remain the same.

We feel it is in the public interest to proceed with this multi-million dollar construction project as soon as possible for many reasons, the outstanding reasons are; to get this much needed route under construction, to get the money into circulation in our depressed area and to alleviate part of the local unemployment.

DAR:bkc

cc: E.S. Hunter
Rod Henry
Hal Versteeg
Jack Sullivan

7491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-5-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Marion
	5. ITEM NO. 80236	

6. TO

ADOPTED #7619

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/5/82	FAU 1525	City Street

10. GENERAL LOCATION:

Ridge Drive NE - Pine Street NE (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's PR-9 dated 4/29/82 I approve the program change as follows:

1) Change project name to: "Ridge Drive NE - Pine Street NE (Salem) Section."
2) Change project location to: "Chemawa Road Interchange Pine Street (Salem)."
3) Change mileage to: "3.205 miles."
4) Change Class of work to: "Grade, drain, high type pavement, structure, illumination and traffic signals."
5) Add appn. code: "580."

RECEIVED
STATE HWY ENGR
MAY 17 '82

REFER TO
FOR
Info | Inves. | R/D | D-R | Sign | Act | File

ONJ 5-17-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16 TITLE
5/5/82	E. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-5-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-1525(3)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Marion
3. FROM	Dale E. Wilken, Division Administrator FHWA - Oregon Division
4. PROGRAM NO.	
5. ITEM NO.	80236

6. TO

copy
#1619

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/5/82	FAU 1525	City Street

10. GENERAL LOCATION:

Ridge Drive NE - Pine Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK

Revised PS&E for grade, drain, high type pavement, structures, illumination and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ XX OTHER *(Specify)*

Temporary & Permanent Pavement
Stiping S.F. $12,000
Remove Striping S.F. $750
State Furnished Software $2,500
Water $360
Asphalt Cement Adjustment $130,000
on the job training $6,400
Signal Controller Testing & Turn on $10,675
Bikeway Signs $1,200
Bikeway Striping & Legend S.F. $1,300

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5/5/82 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,887,311 Federal Funds $6,704,190.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 17 '82
TO
REFER TO
FOR
Info | Inv | R/D | R

OK
5-17-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16 TITLE
5/5/82	G. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

May 4, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Ridge Drive N.E.-Pine St. N.E. Salem
Salem Parkway, Marion County
Federal-Aid Project No. IX-1525(3)

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above mentioned project.

The State, City or County has legal and physical possession, or has the right to occupy and use all right of way except for the following parcels:

52190-Hyde: This is an unimproved parcel of land. Negotiations have been completed, but due to a delay in locating one of the interested parties, condemnation has not been completed. The condemnation complaint will be filed on April 28 but Marion County will not have legal possession of the property until June 5, 1982. The State should proceed with advertising for bids but the contract should not be awarded until Marion County has legal possession of this parcel on June 5, 1982.

RECEIVED
TECHNICAL SERVICES
MAY 4 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

52348-DeLangh: This is an occupied residential property. A portion of the yard is within the grading limits of the project. The dwelling is outside the limits of the current project but will be required for a future contract when the frontage road is completed. Condemnation procedures have been completed and Marion County will have legal possession on May 27, 1982. However, if the owner does not vacate the property a circuit court hearing may be required to obtain physical possession. The contract should be awarded with the provision that the contractor will not be allowed to enter onto this parcel until the County has obtained physical possession. It is estimated that physical possession will be obtained prior to June 27, 1982.

We Consider it economic to continue with Our May 6, 1982 advertising for a May 27, 1982 bid opening of this project. Our normal bid processing time for award after bid opening is about 6 calendar days which would have the award date on Wednesday, June 2, 1982. A delay for file 52190-Hyde until June 5, 1982 would only be 3 days more.

The plans show the area of the 52348-DeLangh file cross-hatched and the specifications will restrict the contractor from entering on the area of this file until physical possession is obtained; June 27, 1982.

We believe it is in the public interest to continue with this project as outlined above as the right of way delay will have minimal impact on the contractor completing the project on time and it is difficult to imagine how there could be any extra cost due to these two files not being clear on the advertising date.

DAR:bkc

cc: E.S. Hunter
Rod Henry
Bill Cole
Jack Sullivan

944

324-1941
Salem Parkway

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

REGION 2 ENGINEER
RECEIVED
APR 28 1982
RLE RBE RE RCE RME RTE ROE ULE GEO PSO ENV RFE

April 27, 1982

Mr. C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Salem Parkway 770355
Ridge Drive to Pine Street Section
Broadway Street @ Fred Meyer North
Traffic Signal Access to Strickfadden Property

Dear Mr. Fredrickson:

This is a follow-up to the City's letter of April 1, 1982, and Phil Stearn's reply of April 15, 1982, concerning access to the Strickfadden/Capitol Lumber property.

On April 26, 1982, Mr. Strickfadden met with Ralph Lambert and Lew Garrison of the City of Salem. Mr. Strickfadden stated he desires to have the traffic signal access provided to his property as part of the Salem Parkway construction contract. Mr. Strickfadden will be submitting a letter, through his attorney, Goerge Rhoten, to indicate his concurrance. The City will settle costs with Mr. Strickfadden as part of the total right-of-way acquisition settlement for this parcel. The benefits of a traffic signal access will need to be appraised and compared to the additional construction costs, and compared to "damages to the remainder".

In order to implement this contract plan change, please:

1. Prepare a revised legal description for the Strickfadden parcel to include the additional widening along Broadway Street.

2. Revise the contract plans and special provisions to include a signalized access to the Strickfadden parcel. Due to the late timing of this requested change, this might be best handled as an addendum or anticipated contract change order.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:ds

cc: Larry Glassock, Real Estate Supervisor
Lew Garrison, Traffic Design Engineer
Ralph Lambert, Project Engineer

RECEIVED
APR 29 1982
ROAD DESIGN SECTION

Data provided to Traffic, working & Final Design last week. 5/3/82

STATE OF OREGON

INTER OFFICE MEMO

TO: C. O. Fredrickson
Region II Engineer

DATE: April 8, 1982 DES

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Salem Parkway Project

The following estimates are submitted as requested by Ralph Lambert, City of Salem:

1. Cul-de-sac on Claxter Road adjacent to westerly side of BNRR

Construction	$12,000
R/W*	15,000
TOTAL*	$27,000

*(Cost would be increased approximately $5,000 if condemnation proceedings were required to acquire necessary R/W.)

2. Approach on Broadway, opposite proposed Fred Meyer driveway for access to Capitol Lumber property

Construction	$ 8,000	
Signalization	10,000	
R/W	4,000	(additional, all from Capitol Lumber)
TOTAL	$22,000	

MK:jrb

Contains Recycled Materials

Capitol Lumber

40'

15'

Proposed R/W

Broadway

10:1

C

Existing R/W

Western Security Bank

30' Min.

10'

Front

Capitol Lumber

40'

15'

Proposed R/W

Proposed E

10:1

C

Existing R/W

Western Security Bank

30' Min.

40'

Fred M

324-1941

CITY OF SALEM, OREGON
City Hall / 555 Liberty St.
Zip Code 97301
Public Works Department

REGION 2 ENGINEER
RECEIVED
APR 7 1982
RE RCE TE RTE RSE ROE ULE GEO PSO ENV RFE

April 1, 1982

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Salem Parkway 770355
Chemawa Road to Pine Street

Dear Mr. Fredrickson:

During the right-of-way acquisition phase of the Salem Parkway, two questions have arisen, necessitating additional cost estimates, namely:

Claxter Road Cul-De-Sac West of Burlington Northern Railroad (BNRR)

Virgil Wilson, O.S.H.D. Region 2 Right-of-Way Supervisor, is currently negotiating right-of-way acquisition for this cul-de-sac from Mr. Art James.

Mr. James has called Ralph Lambert, of my staff, and informed us of a "save Claxter Road group". This group's intent is to keep Claxter Road open across the Burlington Northern Railroad track. Mr. James tells us that he has discussed leaving Claxter Road open at the BNRR tracks with Cliff Voorhees, BNRR, Seattle, and BNRR would not object. Mr. James also tells us he has discussed this with Dave Astle, Assistant Public Utility Commissioner (PUC), and PUC would be agreeable if drop gates are installed at the crossing. The estimated costs for the drop gates is $70,000+. Mr. Astle also says that if the Claxter Road at BNRR crossing issue is not resolved between the City and the "save Claxter Road group" a formal hearing may be required on the City's application for a new crossing of Verda Lane at BNRR.

In order to assist the City in decisions regarding this matter, please provide us with your estimate of cost for right-of-way acquisition and construction of the Claxter Road cul-de-sac, etc., to close the Claxter Road - BNRR crossing.

Broadway Street Traffic Signal Relocation for Fred Meyer

The City is negotiating right-of-way acquisition from the Capitol Lumber/ Strickfadden property on the east side of Broadway Street. During these negotiations the City has been asked about access to the Fred Meyer traffic signal for the Strickfadden property. The City is now considering this request. In order to assist us would you please provide us a plan and estimate of cost for the additional work necessary to provide an acess to

the east approach to this signal. This would require 200± LF of additional widening on Broadway Street to develop a left turn pocket for southbound Broadway Street traffic. In addition, it would require additional traffic signal heads and detectors for the east approach.

Thank you in advance for these cost estimates.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:ds

cc: Ralph W. Lambert, Project Engineer
Lew Garrison, Traffic Design Engineer
Larry Glassock, Real Estate Supervisor

cc: Adrian Olsen - discussed by phone 4-8-82
Ky 4-8

9491

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Project IX-1525(2)
Chemawa Road - Hickory Street Section
Salem Parkway

Date: April 27, 1982

From: Division Administrator

Reply to Attn. of: HRW-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

We are returning without our approval one set of the right-of-way plans submitted with the modified project agreement for the subject project. It is our understanding that some design changes have taken place which will affect the right-of-way requirements, also the access control limits, and/or right-of-way limits for the project are not shown in all instances. An example, the southerly end of the project between Broadway Street N.E. and Liberty Street N.E. where only the center line is shown.

John A Wickman for Dale E. Wilken

Attachment
Map 453 (7)

cc:
OSHD (J. B. Boyd, R/W)
OSHD (D.E. Swan, Prjct Mgt)

RECEIVED
STATE HWY ENGR
APR 28 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-23-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(1)

2. STATE PROJECT NO.: See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80256

2A. COUNTY NAME: Marion

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 28 '82
REFER TO Moehring
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to 4/30/82

7. DATE AUTHORIZATION EFFECTIVE: 4/23/82

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Chemawa Road - Hickory Street

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 4/19/82 I approve the revised Preliminary Engineering Costs to a TEC of $1,060,150 Federal Funds $909,289.

(Decrease TEC $126,850 Federal Funds $108,800 Appn Code 823)

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/23/82	L. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9491

5-6

REGON

ANSPORTATION

Y DIVISION

ED PROJECT

PRELIMINARY COPY
MAR 15 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT

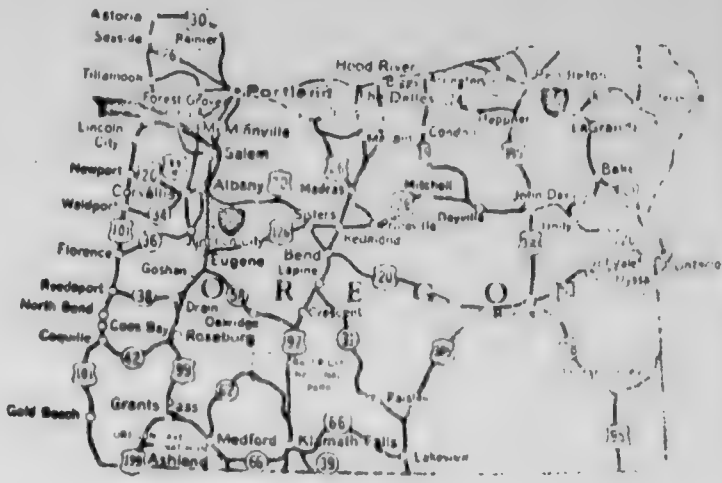
RIDGE DR. N.E.~PINE ST. N.E. (SALEM) SEC. FAU 1525, SALEM PARKWAY MARION COUNTY				
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.
10	OREGON			

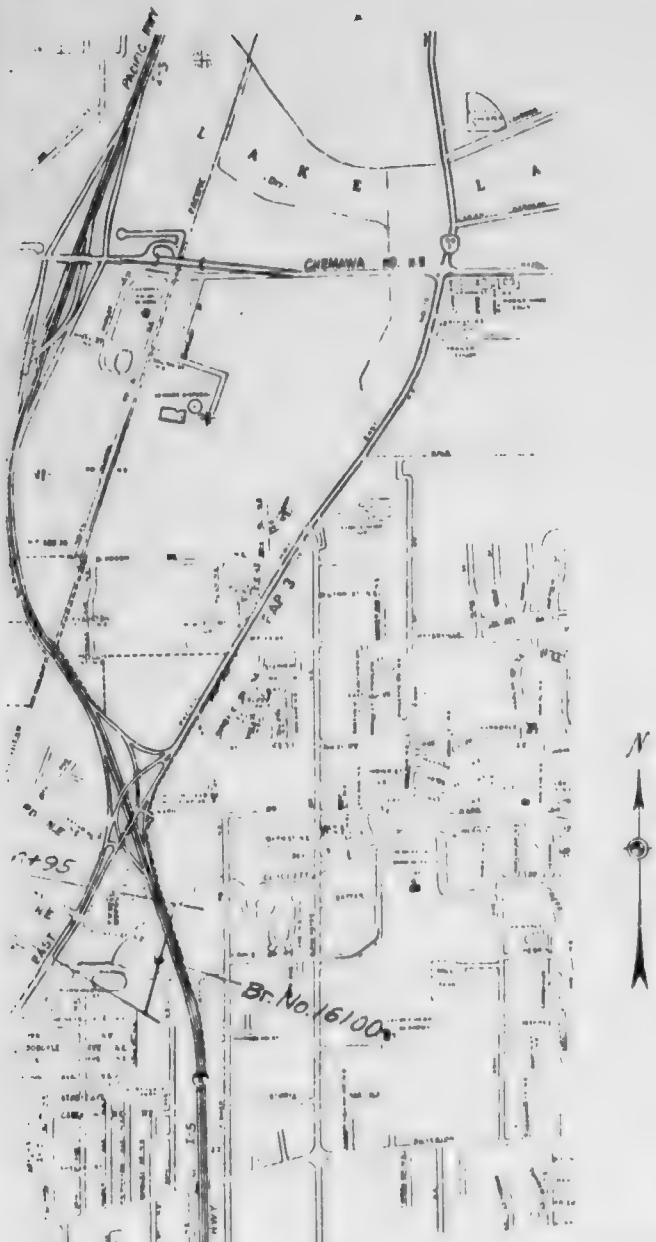
FAU

T. N.E. (SALEM) SEC.

M PARKWAY

UNTY





PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED
CITY OF Salem
BY MAYOR [signature]
BY RECORDER Patricia Woofe
DATE 4/6/82

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N.B. Giustina	COMMISSIONER
Fred B. Klaboe	DIRECTOR OF TRANSPORTATION

OREGON OCT 20 1980 H S COULTER

H S. Coulter STATE HIGHWAY ENGINEER

E S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGR.

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Patricia Wolfe, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached copy of City of Salem Resolution No. 82-57, adopted by the City Council on April 5, 1982, has been prepared by me, compared with the original and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon, this sixth day of April, 1982.

Patricia Wolfe
CITY RECORDER

RESOLUTION NO. 82 57

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT THE plans for the Salem Parkway project from Ridge Drive to Pine Street as submitted by the Oregon Department of Transportation are hereby approved.

ADOPTED by the Common Council this 5th day of April, 1982.

ATTEST:

Patricia Wolfe

CITY RECORDER

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Use and Disposition of Property Acquired for Modified or Terminated Interstate Highway Projects, I-205, I-305, I-505

Date: April 21, 1982

From: Division Administrator

Reply to Attn. of: HRW-OR/413

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

In order to obtain the necessary approvals for the reuse of real properties acquired for modified and terminated Interstate projects, we are requesting you to make submittals under the provisions of 23 CFR 480.107 for the reuse of the real properties included in the following projects:

Oregon Project IX - 24(23)
S. E. 52nd - S. E. 92nd Avenue
Mt. Hood Highway

Oregon Project IX 1525(2)
Chemawa Road - Hickory Street
Salem Parkway

Oregon Project I-405-8(38)
N. W. Nicolai Street - W. Freemont Interchange Section
Columbia River Highway

We also recommend that you consider developing reuse and/or disposal plans for submittal covering the properties not included in the above noted projects that have not already been approved for reuse.

for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)

RECEIVED
APR 23 1982
PLANNING SECTION

RECEIVED
STATE HWY ENGR
APR 23 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

94191

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

April 19, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Item No. 80236
Project No. IX-1525(1)
Chemawa Rd.-Hickory St. (Salem) Sec.
Marion County

I request your approval of a program change on the subject project to reduce the estimated total cost and Federal funds to reflect the amounts included for the PS&E preparation phase of preliminary engineering on the Chemawa Road, Verda Lane & Hyacinth St. connection and Cherry Avenue corallary projects. Funds released are to be utilized on three separate preliminary engineering projects for each of the corallaries which are being submitted under separate action.

Approval of the above request will reduce the estimated total cost by $126,850 and the Federal funds by $108,800 with revised financing as follows:

	TEC	FF	Appn Code	Pro-Rata
Present	$1,060,150	$ 909,289	823	85.77%
Previous	1,187,000	1,018,089	823	85.77%
Difference	$(126,850)	$(108,800)		

Enclosed are copies of a revised estimate and modification of project agreement reflecting the reduction in total cost and Federal funds.

CL:bkc
Enc.
cc: G. Zehner
P. Stearns
General Files

Form 734-3122

TECHNICAL SERVICES BRANCH AGR 4-1

Vern Skoog, Controller
Highway Accounting

April 13, 1982

E. S. Hunter
Assistant State Highway Engineer

March 17, 1982 Internal Audit Comment

On April 7, 1977 an agreement between the Highway Division and the City of Salem was approved by the Oregon Transportation Commission whereby the Highway Division would adopt a route for Oregon Highway Route 99E through the City, departing from the existing route at the intersection of Pine Street and Portland Road; following Pine Street to the west to its intersection with Liberty and Commercial Streets, respectively; following Liberty and Commercial Streets to the south as a couplet to the point of merge; following Commercial Street to its newly constructed intersection near Division Street; and following the newly constructed Front Street Bypass from that point to its intersections with Liberty Street and Commercial Street at Ferry Street and Trade Street. This agreement (~~Miscellaneous Contracts and Agreements No. 3933~~) was contingent on the completion of the Front Street Bypass and the improvements on Liberty and Commercial Streets.

The City and the County are now proposing to construct a project, designated as the Salem Parkway, from the Chemawa Interchange at Interstate Highway 5 to the beginning of the Liberty Street-Commercial Street couplet in the vicinity of Pine Street. The Highway Division is also proposing to complete construction of the Chemawa Interchange and connect to the Salem Parkway facility. It appears that when this is done, it would be in the interest of the public to revise the existing agreement with regard to the routing of Oregon Highway Route 99E to follow Chemawa Road from its intersection with Portland Road to the west; to carry this route through the Chemawa Road Interchange to the Salem Parkway; and follow the Parkway to its intersection with the Liberty Street-Commercial Street couplet in the vicinity of Pine Street.

Since the first Parkway project is going to contract in May 1982, it is now appropriate to proceed with an agreement to redesignate the 99E route. The proper exchange of right-of-way and compensation will be a part of this agreement.

COF:dlm/ESH:ja

cc J. B. Boyd (enc.)
C. O. Fredrickson

31.

Assigned to Skoog

TO

Vern Skoog

Controller

Highway Division

DATE 3 / 17 / 82

SUBJECT Salem Parkway

MESSAGE We have some concerns about the Salem Parkway project. This roadway was originally to be a part of the Interstate system, specifically I-305 Freeway. The I-305 project was withdrawn on September 30, 1977. Prior to this withdrawal $3,290,491 was spent on right of way acquisition. The State share of these costs was $544,823. The Salem Parkway project will be financed with Interstate Transfer (e)(4) Funds withdrawn from the I-305 Freeway and local matching funds to be provided by Marion County and City of Salem with no expense to the State. However, the Salem Parkway will use existing right of way acquired for the I-305 Freeway. In a letter to the Mid Willamette Valley Council of Governments, dated September 12, 1980, Mr. J. B. Boyd, Right of Way Manager, stated that "...the State matching funds must be returned to the Highway Trust Fund unless the project is approved by the State Transportation Commission as part of its responsibilities." We concur with Mr. Boyd. at present, the State is forgiving its share of the original right of way acquisition costs. We understand that this is because the Salem Parkway might be absorbed as part of Highway 99E. If this is true, this designation should be made as soon as possible to relieve the local governments of all of the Salem Parkway project costs. However, if this designation is not made the local governments involved in this project should repay the State for the original right of way acquisition costs.

SIGNED Stephen N. Cayet

REPLY

SIGNED

DATE / /

REDIFORM® 4S 475

SEND PARTS 1 AND 3 WITH CARBONS INTACT - PART 3 WILL BE RETURNED WITH REPLY.

POLY PAK (50 SETS) 4P47[illegible]

52348
Chemawa Road-Hickory
Street Section
Salem Parkway
Marion County
FAP No. IX-1525(2)

April 6, 1982

Mrs. Harriet DeLangh
13611 Marion Road S.E.
Turner, OR 97392

Your March 9 letter to Senator Hatfield regarding Marion County's efforts to purchase your son's home in northeast Salem has been referred to my office for reply.

In reviewing our records, I find we have had very limited contact with either your son or his wife, but have been carrying on negotiations with your son's representative, local attorney, George Rhoten.

Since we have been unable to reach a mutually acceptable agreement as to the purchase of Lester's property, the County has been left with no other alternative but to acquire the property through the legal condemnation process. Because of the potential legal implications in this matter, I am sure you will understand my hesitancy to discuss any specific details of the case at this time.

However, I can assure you our offer for Lester's property was based upon a "Fair Market Value" appraisal prepared by a reputable local appraiser and reviewed for acceptability by one of our Senior Right of Way Agents.

In addition to our offer of "Fair Market Value," Lester has been informed of other benefits available to him under our Relocation Assistance Program. These benefits are:

1. A Replacement Housing Additive: In addition to our offer for Lester's property, we also offered him an amount he may be eligible to claim when he has purchased his replacement dwelling. I should point out that this is a "tax free" benefit and it will be reduced, dollar for dollar, if any settlement, legal or otherwise, above our offered amount is reached.

2. Lester is eligible to have his personal property moved to his replacement property. This move will be paid for by the County, as long as it does not exceed 50 miles.

3. Relocation Advisory Assistance is available to help locate a suitable replacement home for Lester and his family. This service is available upon request and will be provided by representatives from our East Salem Highway Right of Way office.

As you can see, many of the concerns expressed in your letter are addressed by our Relocation Program.

Again, it is emphasized that we believe our offer for your son's property is a fair one. It is based upon a professionally prepared appraisal which has been carefully reviewed for acceptability by our Right of Way Section.

I believe it would be economically advantageous to both the County and your son if a timely and mutually satisfactory settlement can be reached.

Thank you for your concern in this matter, and if the Highway Division can be of any further assistance in this matter call the Manager of our Right of Way Section, Mr. J. B. Boyd, 378-6299.

H. S. Coulter, P.E.
State Highway Engineer

cc: George Rhoten

JBB:jh ji

bc: J. B. Boyd

Letter no 2

MAR 19 1985

Turner Ore
March 9- 1985

Senator Mark Hatfield.

Dear Sir = This one is referring to the road to or freeway being built in the area of Chemawa Salem Ore. Question is = Our boy Lester DeLangh lives in area where road goes threw part of his house & shop. Home is not a mansion but to them it is = He is 60 years old & they built this home many years ago buying a board or two from every pay check. & now the big mugs are trying to have him give it to them for a small sum for which they could not get another home like it for the offer let alone the inconvenience of finding another & Cost of moving. It is a disgrace the way people are being treat out there. When they built there

expectpected to live there all
their life.

Respectfully
Harriet De Langh
Rep precinct Committee woman.

HARRIET
DELANGH
13611 MARION RD
SE
TURNER, OR
97392

9491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/1/82	FAU 1525	City Street

10. GENERAL LOCATION:

Chemawa Road - Hickory Street (Salem)

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 3/26/82 you are authorized to proceed with the actual adjustments of Bonneville Power Aerial Power Transmission Line on an actual cost basis estimated at a TEC of $4,970 Federal Funds $4,224.

I approve the agreement with Bonneville Power Administration.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

APR - 6 '82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/1/82	J. K. Lawson	for Division Administrator

FORM FR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/1/82

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Chemawa Road - Hickory Street (Salem)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*. Program change

13. REMARKS

As requested in Mr. Swan's letter of 3/26/82 I approve the program change adding to character of proposed work "Adjustment of Utilities."

RECEIVED
STATE HIGHWAY ENGR
APR 6 '82
REFER TO

14. DATE: 4/1/82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Swan

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 26, 1982

ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: for D. E. Swan
Operation Programming Engineer

SUBJECT: Aerial Power Transmission Line Adjustment
Bonneville Power Administration
Chemawa Intchge.-Pine St. Section
FAU 1525, Salem Parkway
Marion County
Project No. IX-1525(1)

RECEIVED
TECHNICAL SERVICES
MAR 30 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Agt | File

Here is a copy of an estimate of cost to adjust Bonneville Power Administration's (BPA) aerial power transmission line facilities dated March 23, 1982, and a sketch showing their proposed relocation.

A certification prepared by Don Bedford as to BPA's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. BPA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith, a Trust Agreement, and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required by the City of Salem.

The project is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the BPA's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the Project is $4,970.

JMC/DES/llr
Enclosure
cc: E. S. Hunter ✓
Jack M. Cartwright
Don Bedford

9491

Salem Parkway

ROAD DESIGN SECTION

DES 16

Phil Stearns
Region Federal Aid Specialist

Fred Eriksen
Fred Eriksen
Design Supervisor

March 26, 1982

1 Versteeg ✓
Anderson
3 Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 29 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

Ridge Drive N.E.-Pine Street N.E. (Salem)
Salem Parkway
Marion County

We have estimated the cost of the "RD" Line and the cost of a structure to carry Ridge Drive over the parkway. Mr. Robert Hansen, Marion County Engineer, and Mr. Ralph Lambert, Project Engineer, City of Salem, requested these costs at the Plan Review March 23.

"RD" Line (32-foot roadway)	$324,000
Ridge Drive Structure (32-foot roadway, 290 feet long)	$690,000

The structure cost is approximately $74 a square foot. If the cost of a wider roadway or walk is desired, the square foot cost can be used.

If the structure and an extension of Ridge Drive from Keizer Road to Chemawa Road were constructed on the east side of the railroad, the cost of the added half mile of roadway is estimated roughly at $300,000.

FE:ja

cc Karl Keller

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..

PRO 6-2

March 26, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
Project No. IX-1525(1)
Chemawa Rd.-Hickory St. (Salem) Sec.
Marion County

I request your approval of a program change on the subject project to include in the Character of Proposed Work , "Adjutsment of Utilities", consisting of work by Bonneville Power Administration for adjustment of a power pole at an estimated total cost of $4,970.

Approval of the program change will not require an increase in total cost or federal funds on the project at this time.

CL:bkc

cc: Jack Cartwright
General Files

Form 734-3122

94/91

Salem Parkway

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: March 25, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Chemawa Rd.-Hickory St. Section
Salem Parkway
Marion County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 26 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring on ___/___/___
Action

Attached are two prints of the revised sign plans for the above noted project.

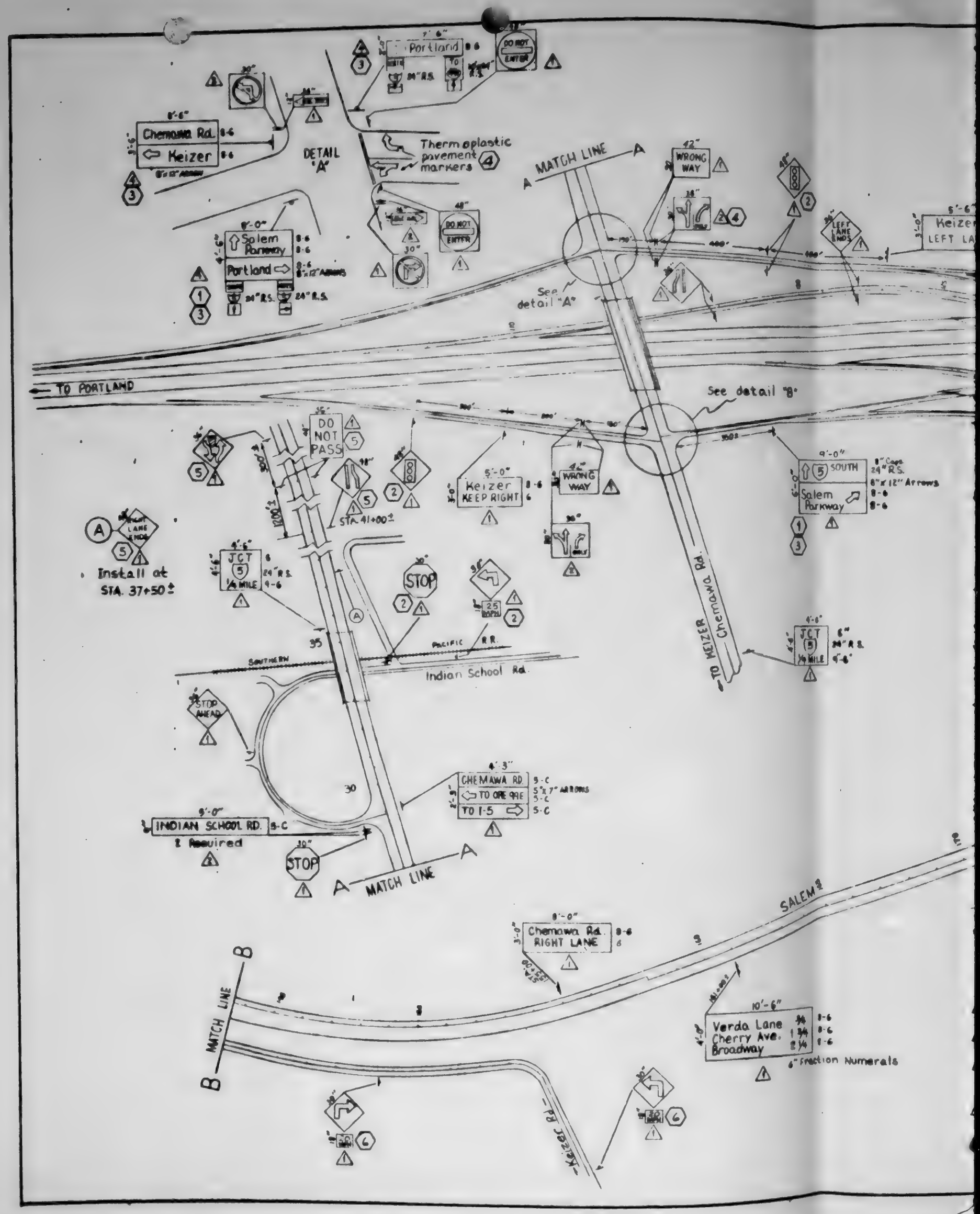
These revisions are identical to the revisions shown on the contract review plans that was hand-carried to you on March 25.

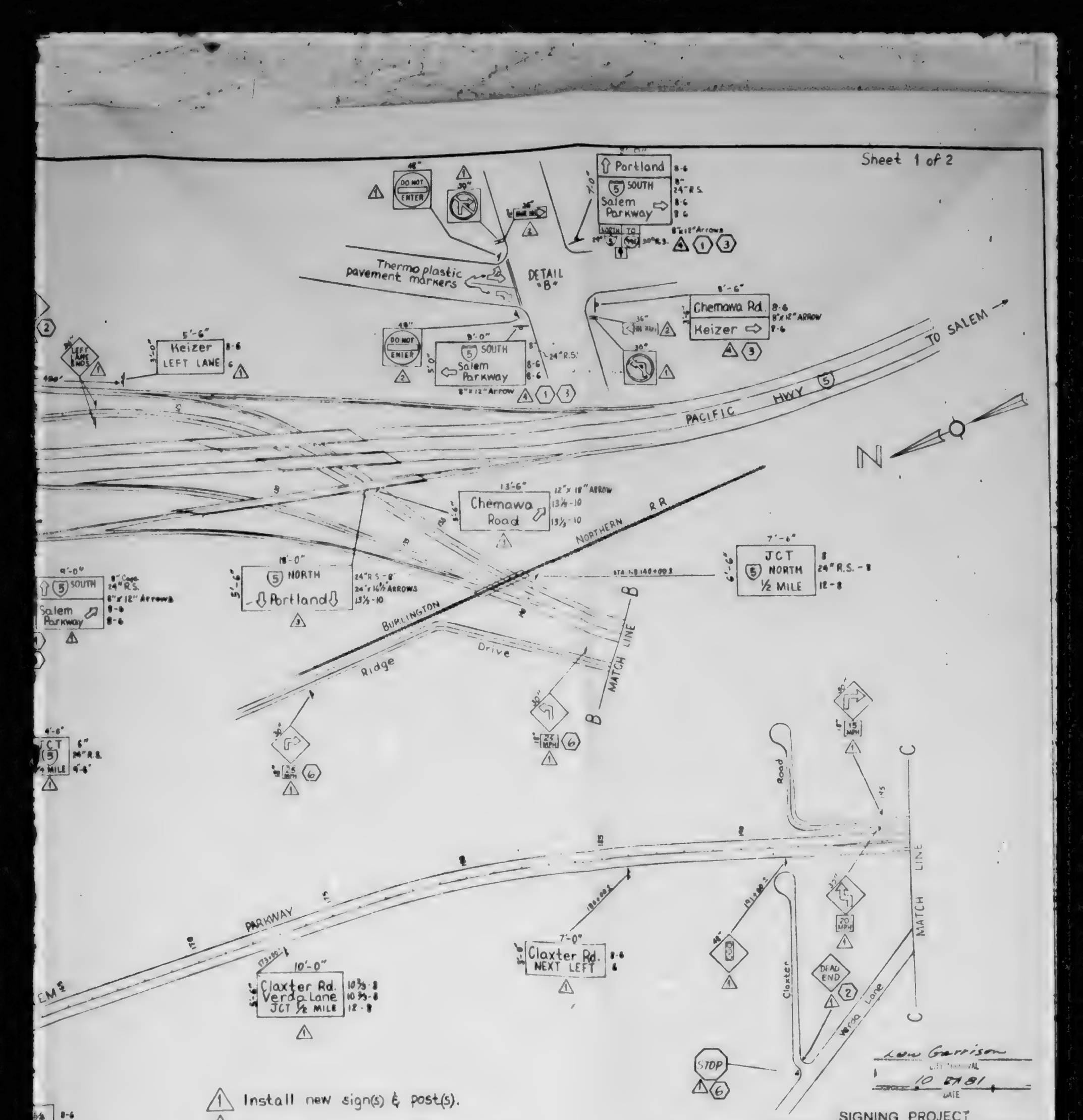
L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

ELS:np
Atts.

cc: C. O. Fredrickson - w/att.
R. Kuehn - w/att.


Portland
DO NOT ENTER
Chemawa Rd.
Keizer
DETAIL "A"
Thermoplastic pavement markers
MATCH LINE
WRONG WAY
LEFT LANE ENDS
Salem Parkway
Portland
DO NOT ENTER
See detail "A"
TO PORTLAND
See detail "B"
DO NOT PASS
Keizer KEEP RIGHT
WRONG WAY
SOUTH
Salem Parkway
Install at STA. 37+50±
JCT
STA. 41+00±
STOP
PACIFIC R.R.
SOUTHERN
Indian School Rd.
TO KEIZER Chemawa Rd.
STOP AHEAD
CHEMAWA RD.
TO ORE 99E
TO I-5
INDIAN SCHOOL RD.
2 Required
STOP
MATCH LINE
SALEM
Chemawa Rd. RIGHT LANE
MATCH LINE
Verda Lane
Cherry Ave.
Broadway
6" Fraction Numerals
KEIZER



1. Install new sign(s) & post(s).
2. Mount new sign on post.
3. Install new structure mounted sign & support.
4. Mount new sign on signal pole.

NOTE: See sheet 1 of 1 Chemawa Interchage, Pacific Highway for signing details on I-5.

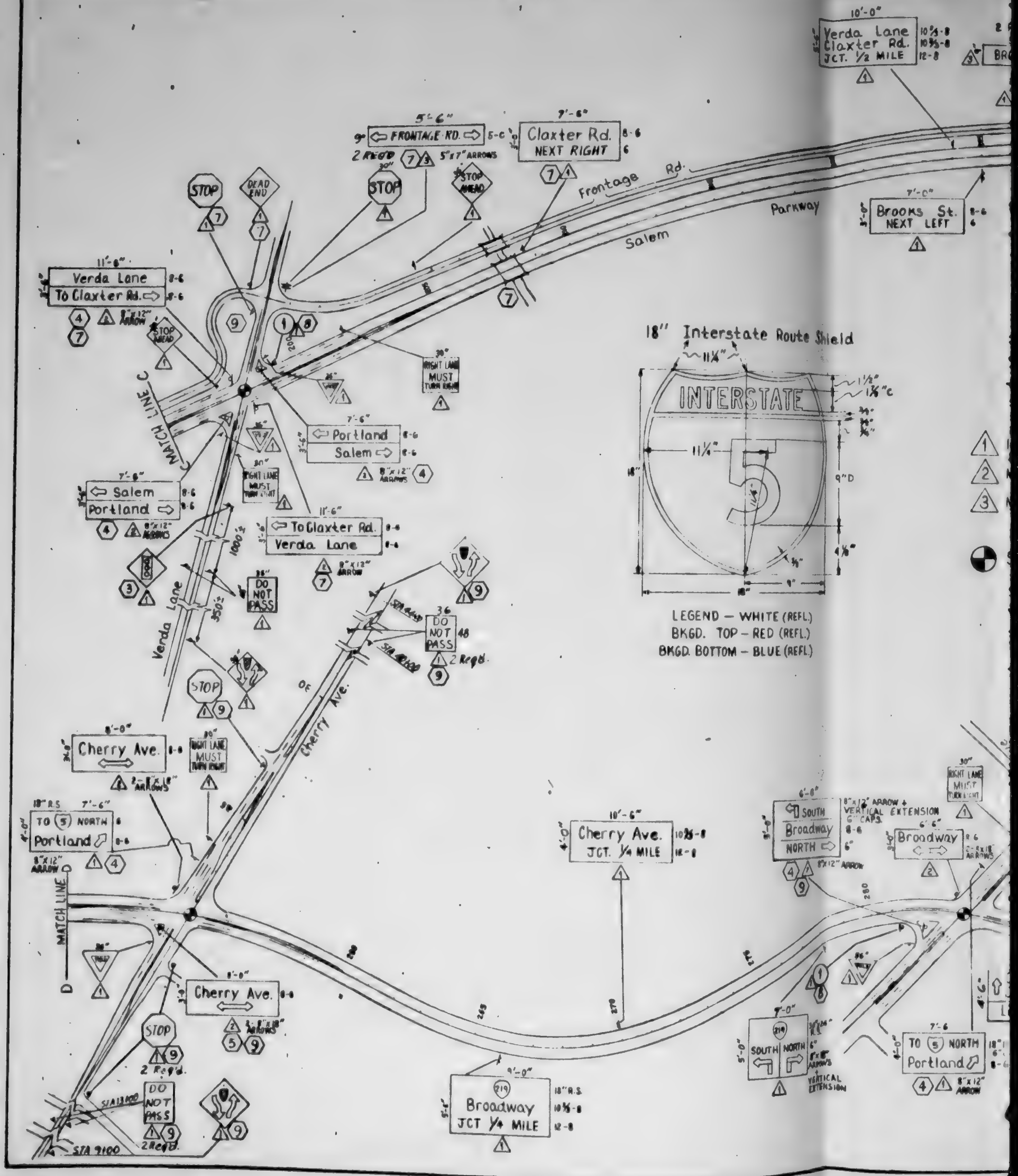
1. Revised 11-12-81
2. Revised 11-19-81.
3. Revised 11-30-81
4. Revised 12-9-81
5. Added 1-21-82
6. Revised 3/24/82

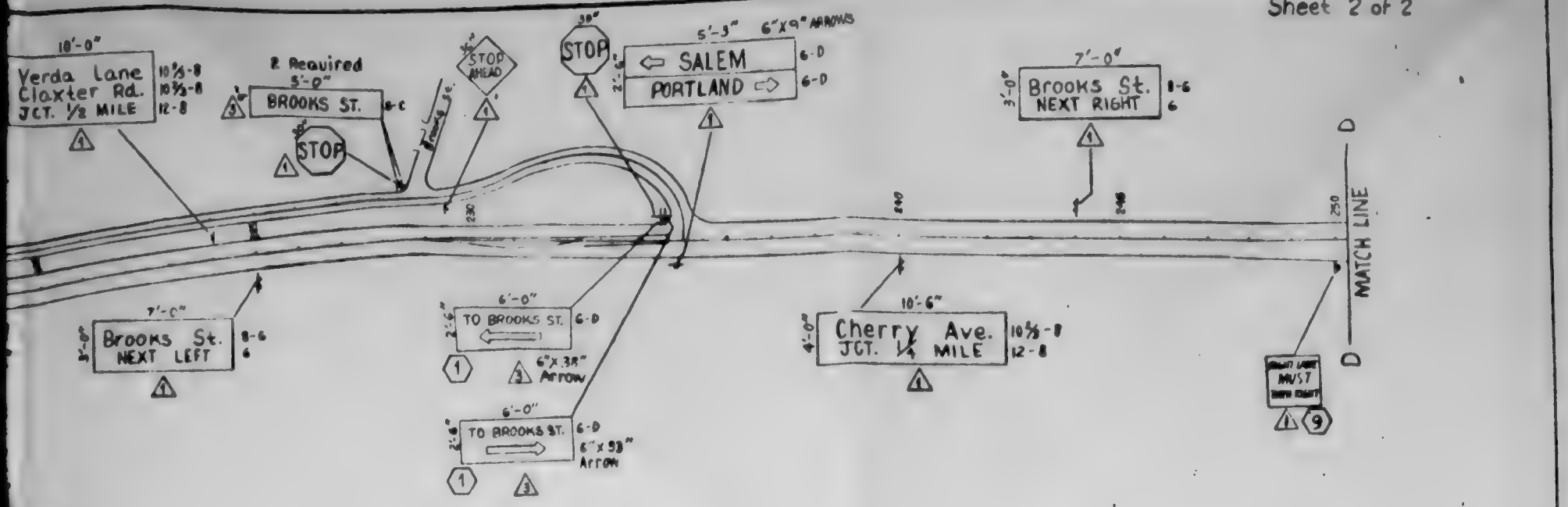
Lou Garrison
DATE 10 DEC 81

SIGNING PROJECT

CHEMAWA RD ~ HICKORY ST
SALEM PARKWAY
MARION COUNTY

Action	Date	Signature	Title
Submitted	10-15-81	[signature]	Traffic Control Eng'r
Approved	10-19-81	[signature]	Sign Engineer
"	11/29/81	[signature]	Traffic Engineer
"			Asst. Hwy Eng'r.
Accepted	11/25/81	[signature]	FHWA


10'-0"
Verda Lane
Claxter Rd.
JCT. ½ MILE
10½-8
10⅝-8
12-8
5'-6"
FRONTAGE RD.
5-6
2 REQ'D
5"x7" ARROWS
7'-6"
Claxter Rd.
NEXT RIGHT
8-6
6
STOP
DEAD END
STOP AHEAD
Frontage Rd.
Parkway
Salem
7'-0"
Brooks St.
NEXT LEFT
11'-6"
Verda Lane
To Claxter Rd.
8"x12" ARROW
MATCH LINE C
RIGHT LANE MUST TURN RIGHT
7'-6"
Portland
Salem
11'-6"
To Claxter Rd.
Verda Lane
7'-6"
Salem
Portland
1000'±
350'±
DO NOT PASS
36"
48"
2 Req'd.
Verda Lane
Cherry Ave.
8'-0"
Cherry Ave.
18" R.S.
7'-6"
TO (5) NORTH
Portland
MATCH LINE D
10'-6"
Cherry Ave.
JCT. ¼ MILE
10⅝-8
12-8
9'-0"
(219)
Broadway
JCT ¼ MILE
18" R.S.
10⅝-8
12-8
6'-0"
SOUTH
Broadway
NORTH
8"x12" ARROW + VERTICAL EXTENSION
6" CAPS
6'-6"
Broadway
2 - 8"x18" ARROWS
7'-0"
(219)
SOUTH
NORTH
VERTICAL EXTENSION
7'-6
TO (5) NORTH
Portland
STA 9100
SIA 13+00
18" Interstate Route Shield
11¼"
INTERSTATE
11¼"
18"
9"D
4⅛"
9"
LEGEND — WHITE (REFL.)
BKGD. TOP — RED (REFL.)
BKGD. BOTTOM — BLUE (REFL.)



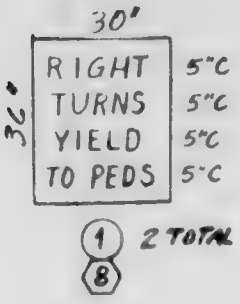
Shield

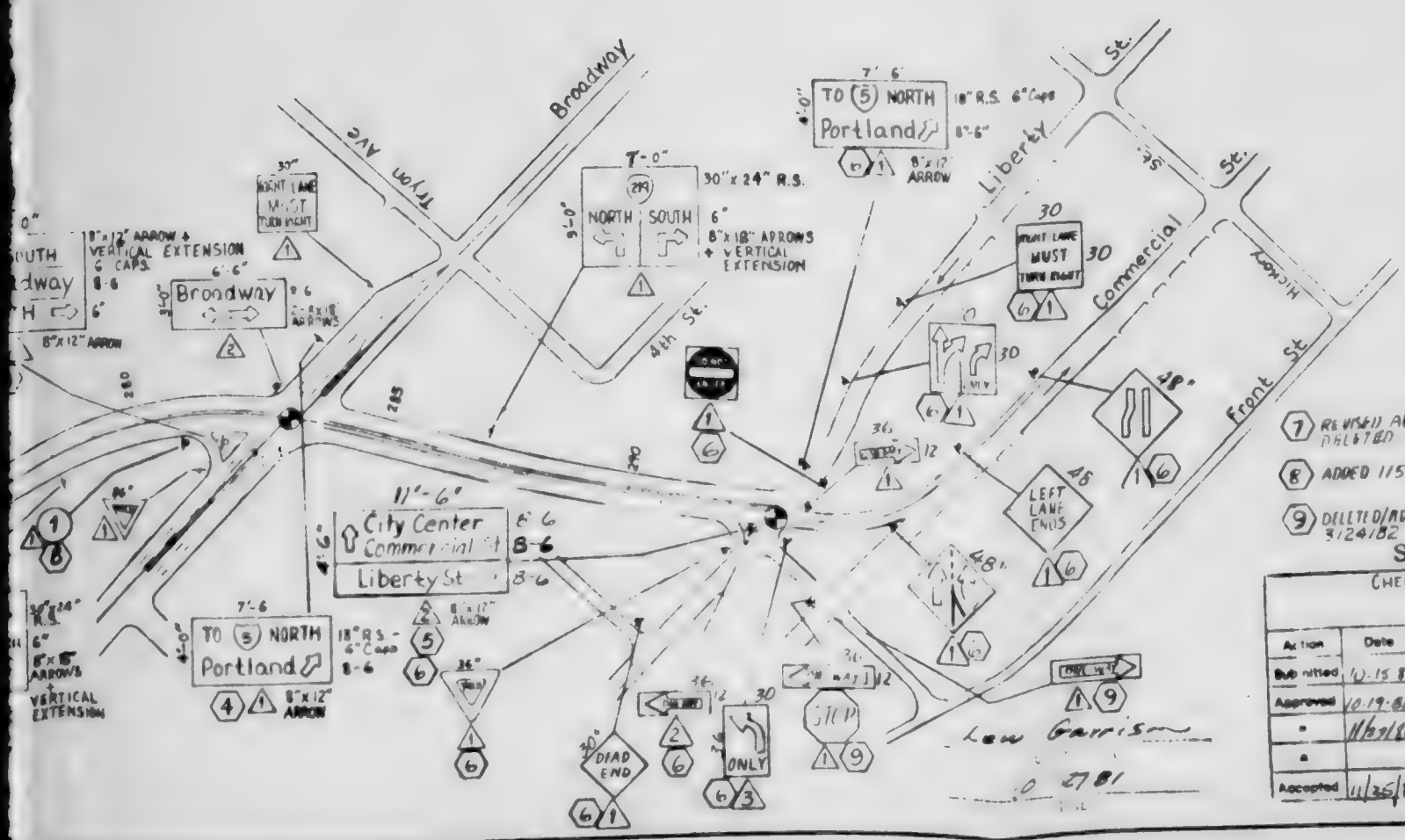
1 Install new sign(s) & post(s).

2 Mount new sign(s) on signal pole.

3 Mount new sign(s) on post.

Signalized intersection.





1 Revised 11-12-81.
2 "YIELD" Sign Removed on 11-18-81
3 Revised 11-19-81.
4 Revised 11-30-81.
5 Revised 12-9-81
6 REVISED/ADDED 12/16/81
7 REVISED/ADDED/DELETED 1/14/82
8 ADDED 1/5/82
9 DELETED/ADDED/REVISED 3/24/82

SIGNING PROJECT

CHEMAWA RD. - HICKORY ST.
SALEM PARKWAY
MARION COUNTY

Action	Date	Signature	Title
Submitted	10-15-81	[signature]	Traffic Control Engr.
Approved	10-19-81	[signature]	Sign Engineer
"	11/9/81	[signature]	Traffic Engineer
"			Asst. Hwy Engr.
Accepted	11/25/81	[signature]	FHWA

March 18, 1982

City of Salem
City Hall
Salem, OR 97301

AGR 4-2

Attention: Patricia Wolfe
City Recorder

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Attention: Edwin P. Morgan
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7534

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering the Chemawa Interchange-Pine Street Section of the Salem Parkway.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

ROW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 2, 1982

In Reply Refer to
File No.:

Robert J. Hansen
Director of Public Works
300 Senator Building
220 High Street N.E.
Salem, Oregon 97301

RE: Excess Right-of-Way
Salem Parkway

NOTED
E. S. HUNTER

Dear Mr. Hansen:

Thank you for your letter of February 25 regarding the excess right-of-way on the Salem Parkway corridor. We recently received a letter from Ronald J. Merry, Director of Public Works, City of Salem, in which he concurs in the position that there is no need to retain any of the excess right-of-way in the Parkway corridor.

The Highway Division is in the process of delineating the right-of-way needed for the Parkway. A right-of-way map and description of the required right-of-way is being prepared and will be used when the right-of-way is transferred to the City of Salem.

After the project has been completed the surplus land will be disposed of under the normal procedures of the Highway Division.

Very truly yours,

Rod Henry, Assistant
Right of Way Manager

RH:jh

cc: E. S. Hunter
Ronald J. Merry
Virgil Wilson

RECEIVED
TECHNICAL SERVICES
MAR 3 '82
REFER TO
FOR
Info | Invest | R/D | D/H | Sign | Appl | File

Form 734-3122

STATE OF OREGON

DES 16
INTEROFFICE MEMO

ROAD DESIGN SECTION

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: March 2, 1982

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Salem Parkway

Based on the recommendation of the Region Engineer, Chuck Fredrickson, Region Geologist, Bill Fretwell and of Ed Johnsen, Special Studies & Cost Engineer, we are proposing to sub-excavate at three locations on the Salem Parkway. This sub-excavation is critical as indicated by the following excerpt of Ed Johnsen's letter of February 18, 1982.

> "Exploration borings revealed a substantial thickness (10'-18') of soft clay and peat (NM 170%) in these foundation areas. The character of the soil is like the Lake Labish onion flat soils north of Salem where the Labish peat was crossed by a structure to avoid the detrimental effects of the peat.
>
> In my opinion, long term differential settlements from one to three feet would be anticipated if these foundation soils remain in place. A high potential for foundation failure exists as evidenced by the proposed counterbalances at sta 202. To relieve the uncertainty regarding the embankment performance for the above reasons, removal of the soft foundation soils is recommended."

The current estimate for the Salem Parkway is $13,772,000. With the addition of the sub-excavation work, our estimate is now $14,292,000.

We will ask Chuck Fredrickson to advise local officials that the current cost estimate for the Salem Parkway project is $14,292,000.

JHV:rw

cc: Chuck Fredrickson
Don Adams
Ed Johnsen

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 2 '82
REFER TO

1982 Ridge Dr. NE-Pine St. Sec. 9491
of FAU 1525, Salem Parkway. (Gr,
Pav, Struc, Sign, Sig, Lndscp) #3

CHA 4585 9-29-72

6595 8-27-79

7571 9-2-81

7534 9-23-81, 3-18-82

RR 1088 1-12-82

2-24-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/24/82

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Chemawa Road - Hickory Street Section (Salem)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 12/14/81 I approve the revised Preliminary Engineering Costs to a TEC of $1,187,000 Federal Funds $1,018,089.

(Increase TEC $763,000 Federal Funds $654,389)

14. DATE: 2/24/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM FR 1240 PREVIOUS EDITIONS MAY BE USED

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-1525(1)
Salem Parkway, (Bridge No. 16096)
Oregon Electric Railroad Undercrossing

Date: February 18, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

NOTED
H. S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

We have reviewed your submittal for the Oregon Electric railroad undercrossing (BNRR Bridge No. E66.6) of the Salem Parkway in Marion County. We commend you on redesign of the ramps and the resultant reduction of total structure length. This change should reduce the total structure cost by at least $750,000.

Please note it is difficult to find support for the proposed spread footings unless there is additional foundation information. Foundation information indicates mainly fine sand and silt for most holes at footing elevations but some indication of clay toward the southern end of the structure. Do you have additional information on consolidation or sieve analysis that was not submitted? If not, we agree with the selection of pile foundations. We do, however, recommend that you consider a test pile program in conjunction with the Chemawa Road southbound undercrossing work. Possibly greater load and shorter piles might be the result.

The plans are approved as submitted. Please proceed with the design work.

for Dale E. Wilken

cc:
OSHD (W J Hart, Br)

RECEIVED
STATE HWY ENGR
FEB 22 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

CON 21-2
3(-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
16096

January 14, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: [redacted]

Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: OERR Undercrossing (BNRR Br.No. E 66.6)
Chemawa Road-Verda Lane (Salem) Section
Salem Parkway FAU 1525
Marion County
BR 16096

Enclosed are two reduced prints of Drawings 36217, 36218 and 36141 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation report.

The alignment is in accordance with the standards governing the project. The width is the standard required by the railroad for a single-track structure. The length is necessary to span the proposed Salem Parkway.

Burlington Northern Railroad requires this structure to be a four-girder weathering steel bridge with the deck section as shown on Drawing 36217. The estimated cost of this structure, based on approximate quantities and including an allowance for engineering and contingencies is $1,100,000. A four-span steel girder bridge of similar section was also considered but was estimated to cost more than the proposed two-span structure.

We request your approval of our preliminary plan.

JMT:jrb
Enclosures
cc: E. S. Hunter
D. H. Moehring
Don Adams /w/ 1 set
C. O. Fredrickson /w/ 1 set
Gary Potter /w/ 1 set

RECEIVED
TECHNICAL SERVICES
JAN 15 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

9491

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

February 8, 1982

Mr. Ed Hunter
Assistant Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Excess Right-of-Way for the Salem Parkway

Dear Mr. Hunter:

The right-of-way that is being acquired for the Salem Parkway is sufficient for the construction of the roadway project only. There is no additional right-of-way being acquired for any other purpose.

It is the City's position also that any additional right-of-way previously acquired for the I-305 Project in excess of that needed for the roadway as now designed, would be disposed of as surplus property.

If there are any questions or you would like to discuss this further, please give me a call.

Very truly yours,

Ronald J Merry

RONALD J. MERRY
Director of Public Works

RJM:bg

2-12-82 NOTED
E. S. HUNTER

Boyd
Als consult w/ Marion County to clarify this matter with them. As you remember the orgial I 303 had a lineal park & Parkway, the Parkway plan does not include either and we should prepare to sell the surplus. ESH

RECEIVED
TECHNICAL SERVICES
FEB 11 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sur | AGI | File

94-11

2-10-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 2/10/82

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Chemawa Road - Hickory Street

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [XX] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 2/2/82 you are authorized to proceed with the actual acquisition of file No. 52507 as shown on R/W map 9B-7-13 at a TEC of $1,500 Federal Funds $1,275.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds)

RECEIVED
STATE HWY ENGR
FEB 23 '82
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/10/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1411

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

February 2, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. IX-1525(2)
Chemawa Rd.-Hickory St. (Salem) Sec.
Right-of-Way
Marion County

I request authorization to proceed with the actual acquisition of file 52507 as programmed on the subject project. The right-of-way to be acquired is as outlined in red on the enclosed sketch map and does not require relocation assistance.

The estimated cost of the property is $1,500, however, no increase in total cost or federal funds on the project is anticipated for this additional parcel.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

9491

Salem Parkway

ROAD DESIGN SECTION

ROW: 3-1

January 19, 1982

J. B. Boyd, Manager
Right of Way Section

ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

52507
File ~~52079~~
Chemawa Road-Hickory Street Section
Salem Parkway
Marion County

Vorstoog
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 19 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Attached is a description (1 file) and an authorization for additional right of way required for the subject project as requested by your office. The subject project is scheduled for March 25, 1982.

Prints for this file accompanied the revision request of file 52391 transmitted this date to your office.

WHW:rlr
Attachments

BURLINGTON NORTHERN

176 East Fifth Street
St. Paul, Minnesota 55101
Phone (612) 298-2121

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 18 1982
M AM ADM OPR CA RS
PMS AS CE OS TA RU
0 1 2 3 F

RAILROAD COMPANIES
FILE No. 1088

January 12, 1982

Mr. J. B. Boyd
Right of Way Manager
Department of Transportation
Highway Division
Transportation Division
Salem, OR 97310

~~MISC. CONTRACTS~~
~~AGREEMENTS No.~~

Dear Mr. Boyd:

Enclosed, herewith, is State's file copy of the fully executed agreement of December 10, 1981, covering reimbursement to BN for engineering services in connection with design of underpass at Milepost 66.6 at Salem, Oregon.

Yours truly,

R G Brohaugh

R. G. Brohaugh
Assistant Vice President-Engineering

JWD/etd,18

File: Salem, OR

Original to Commission Services

94/91

Parkway

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Engineer Supervisor

DATE: January 8, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Revisions
Chemawa Road-Hickory Street Section
Salem Parkway
Marion County

1 Versteeg ✓
2 Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 11 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

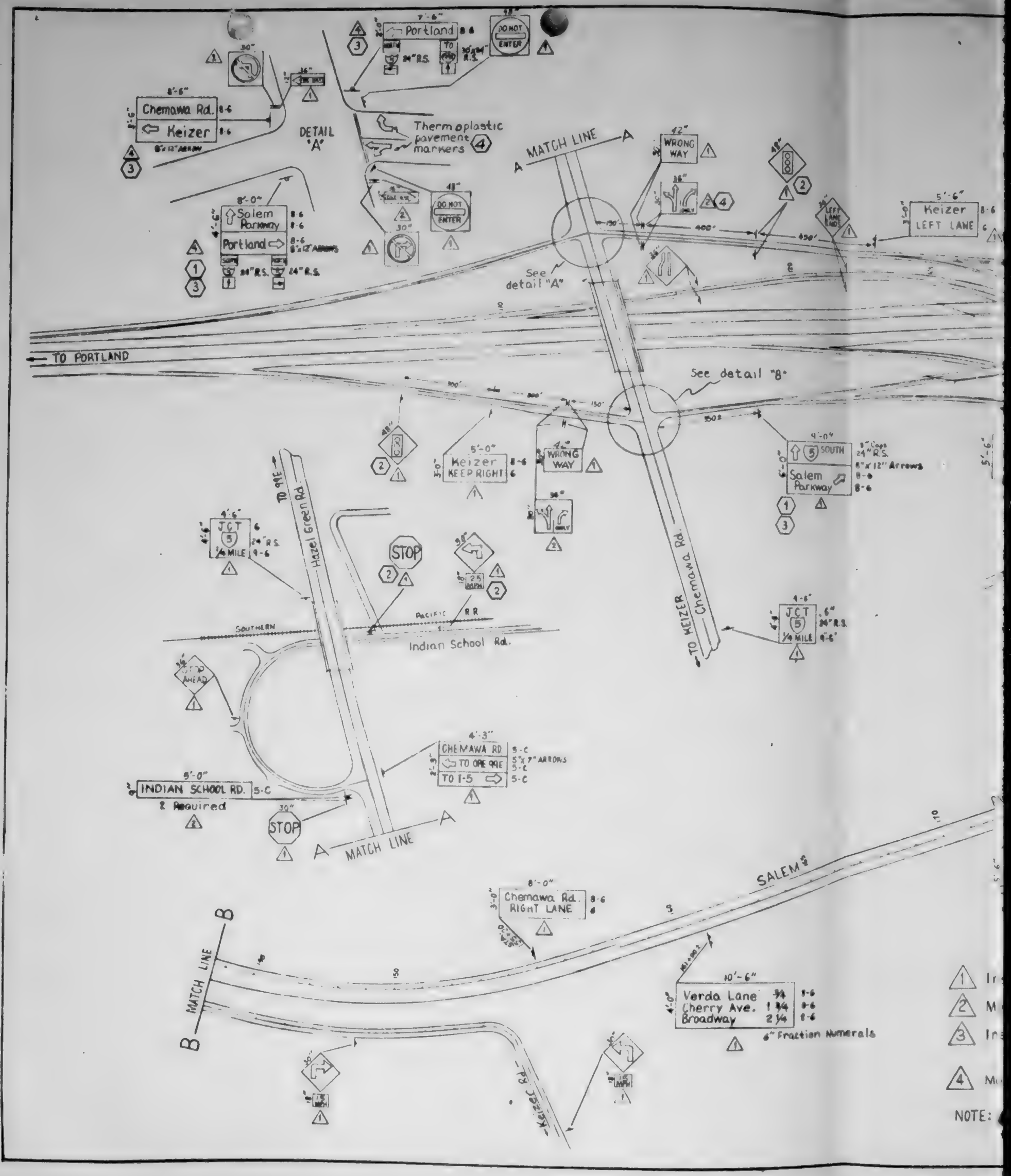
Attached is a print of the revised sign study plans for the above section.

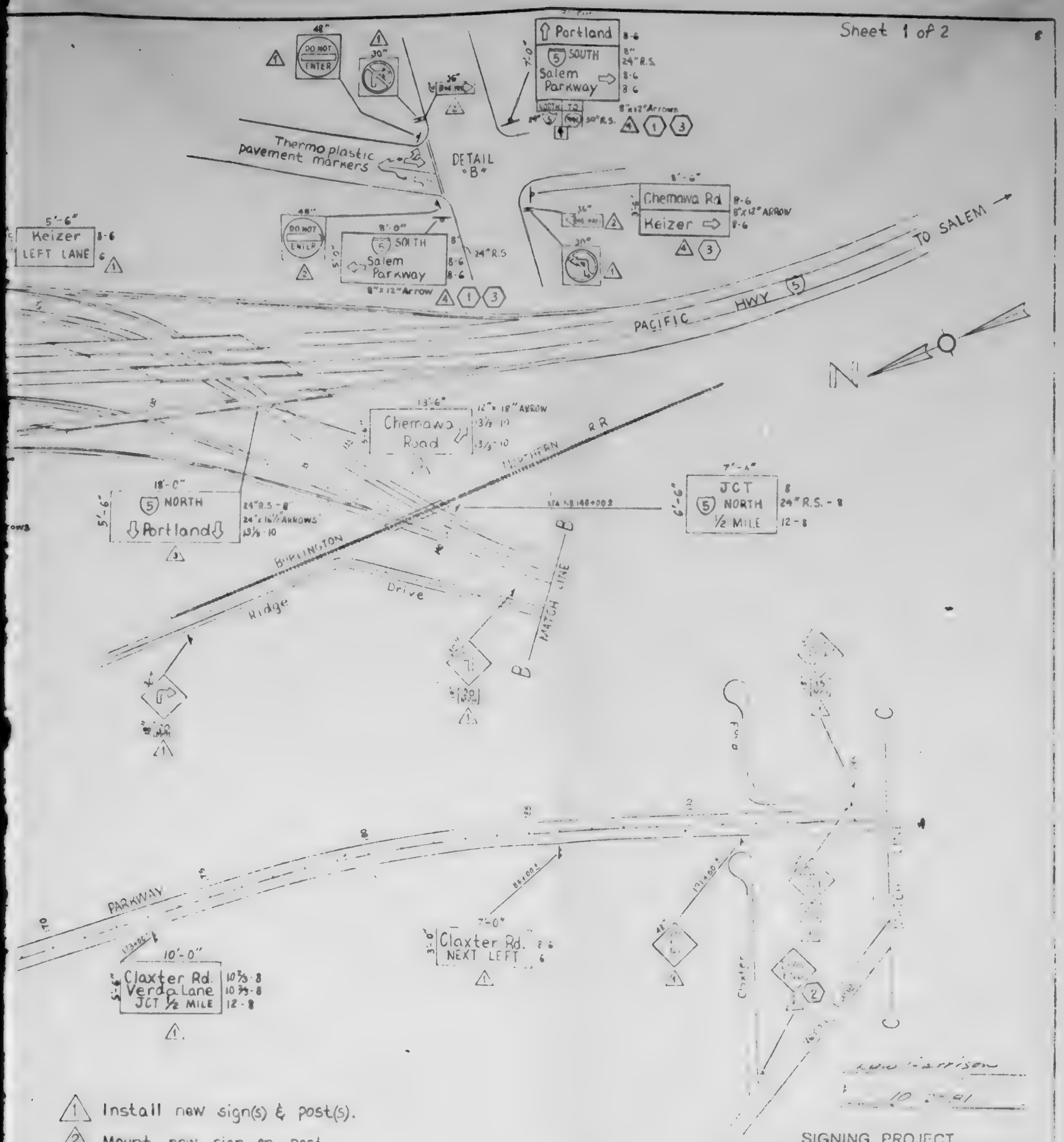
The revisions were made due to the extension of Verda Lane to the south, the cul-de-sac on Claxter Road, the closing of Candlewood Drive at station "V" 223+50 and the addition of two "RIGHT TURNS YIELD TO PEDS" signs at various signalized intersections.

L. E. George
Traffic Engineer

ELS:np
Attachment

cc: C. O. Fredrickson - Att.
R. A. Kuehn - Att.


Chemawa Rd.
Keizer
DETAIL "A"
Portland
DO NOT ENTER
Thermoplastic pavement markers
A MATCH LINE A
WRONG WAY
Salem Parkway
Portland
Keizer LEFT LANE
See detail "A"
TO PORTLAND
See detail "B"
Keizer KEEP RIGHT
WRONG WAY
SOUTH
Salem Parkway
TO 99E
Hazel Green Rd.
JCT 5 1/4 MILE
STOP
25 MPH
PACIFIC R R
SOUTHERN
Indian School Rd.
TO KEIZER
Chemawa Rd.
JCT 5 1/4 MILE
SLOW AHEAD
CHEMAWA RD.
TO OREGON
TO I-5
INDIAN SCHOOL RD.
2 Required
STOP
A MATCH LINE A
B MATCH LINE B
Chemawa Rd. RIGHT LANE
SALEM
Verda Lane 3/4
Cherry Ave. 1 3/4
Broadway 2 1/4
6" Fraction Numerals
KEIZER RD.
NOTE:



1. Install new sign(s) & post(s).
2. Mount new sign on post.
3. Install new structure mounted sign & support.
4. Mount new sign on signal pole.

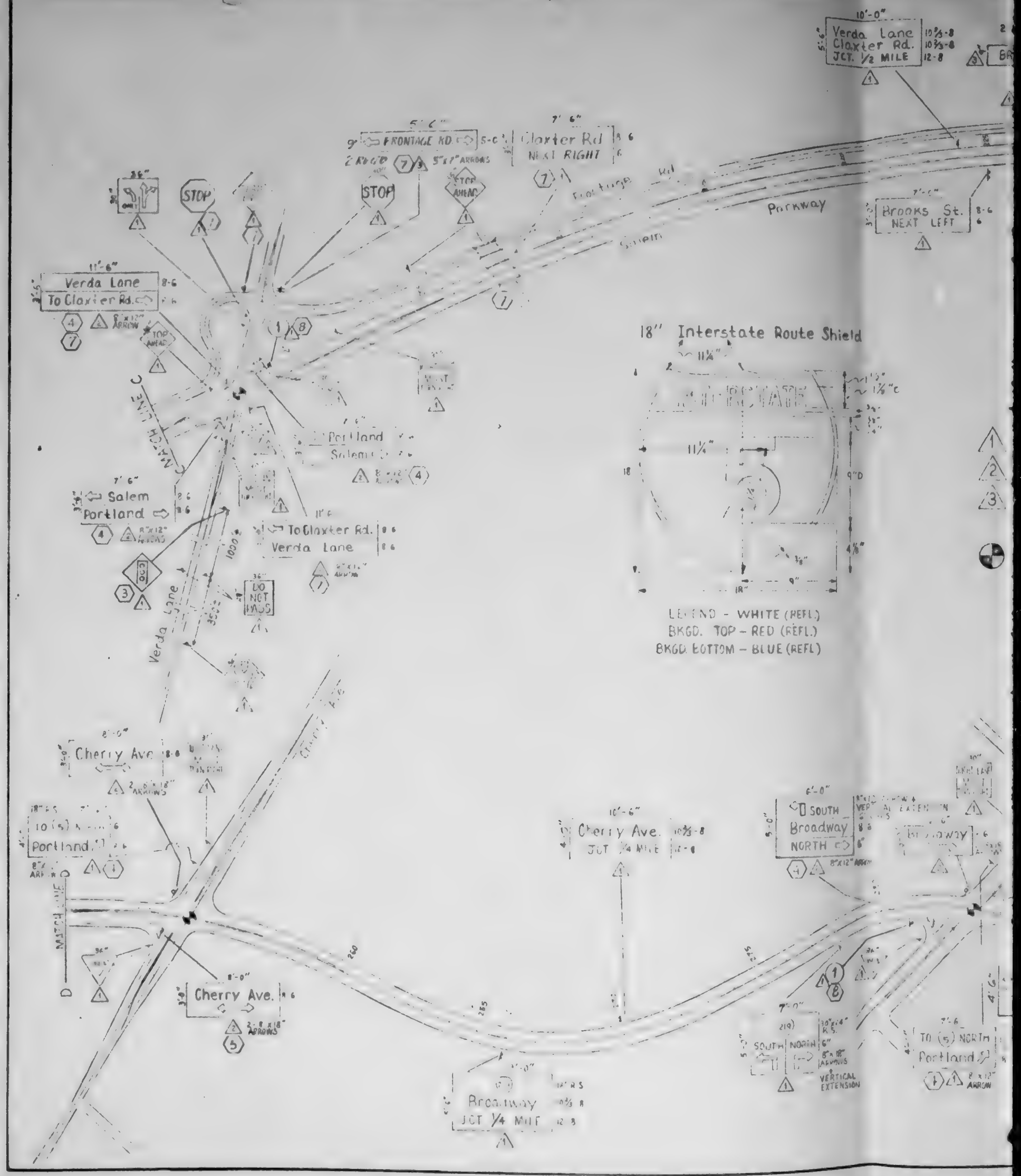
NOTE: See sheet 1 of 1 Chemawa Interchage, Pacific Highway for signing details on I-5.

(1) Revised 11-12-81.
(2) Revised 11-19-81.
(3) Revised 11 30-81
(4) Revised 12 9 81

SIGNING PROJECT

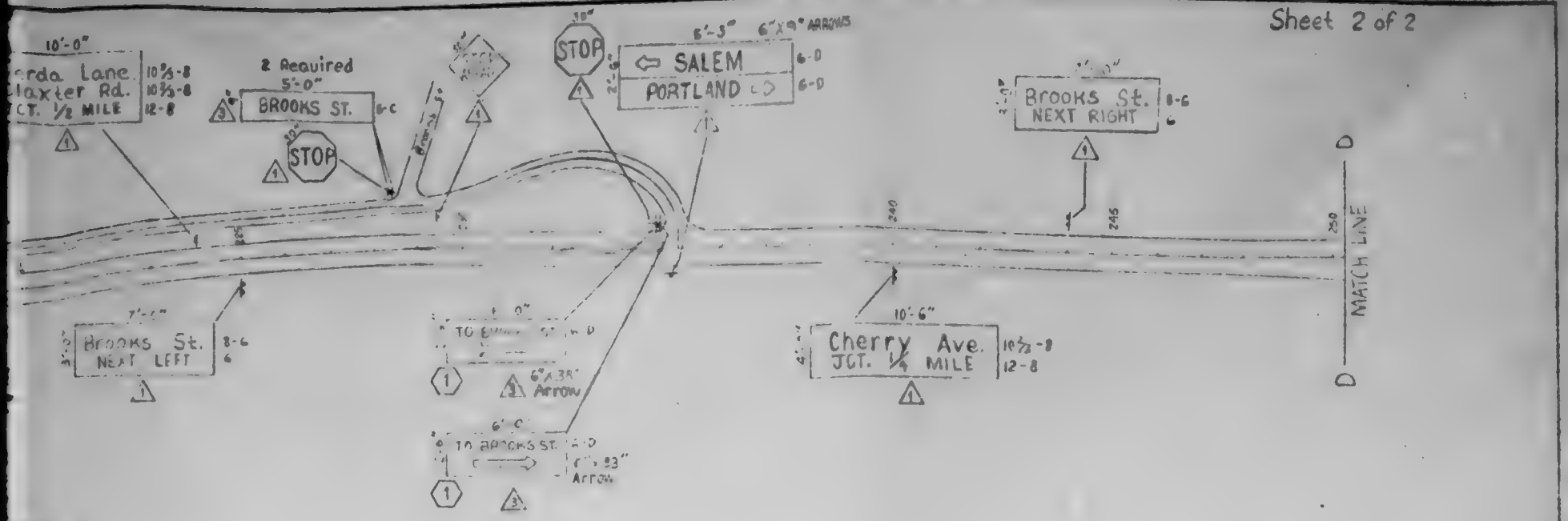
CHEMAWA RD ~ HICKORY ST
SALEM
MARION

Action	Date	Signature	Title
Submitted			
Approved	12-9-81		
			Engineer
			Asst. Engineer
Accepted			

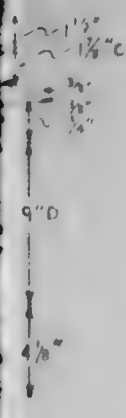


18" Interstate Route Shield

LEGEND - WHITE (REFL.)
BKGD. TOP - RED (REFL.)
BKGD. BOTTOM - BLUE (REFL)



eld

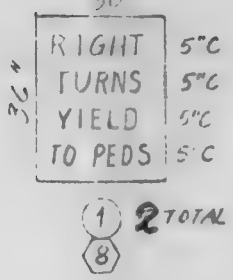


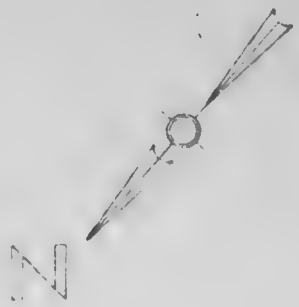
1 Install new sign(s) & post(s).

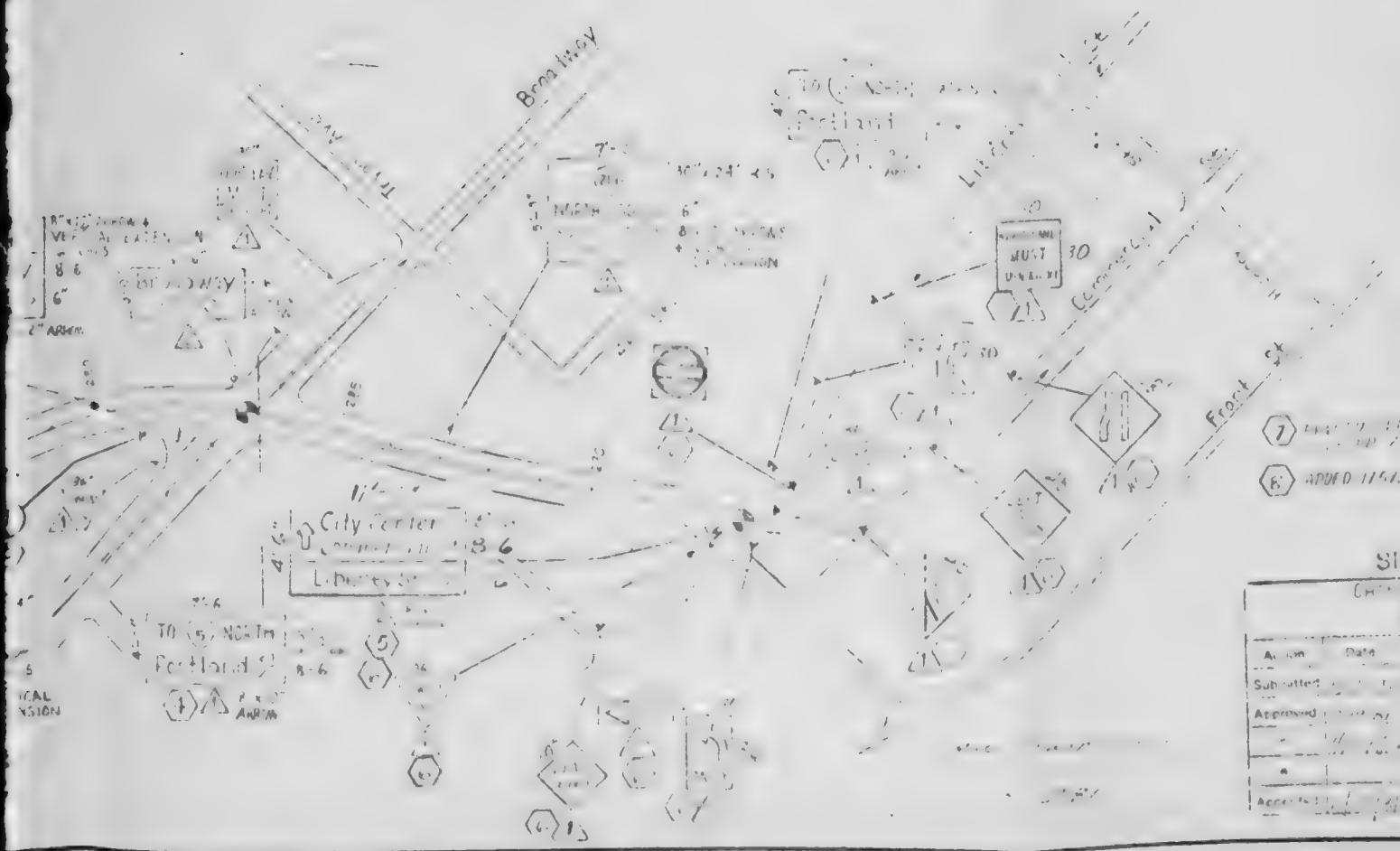
2 Mount new sign(s) on signal pole.

3 Mount new sign(s) on post.

Signalized intersection.







SIGNING PROJECT

YAM-11

12-29-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12-29-81

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
Chemawa Road - Hickory St. (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 12-18-81 you are now authorized to proceed with the actual acquisition of file #52415 as shown on R/W Map 9B-20-1 and file #52386 as shown on R/W Map 9B-7-13 at a TEC of $11,000 FF $9,350. Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds.)

orig 12-31

RECEIVED
STATE HWY ENGR
DEC 31 '81
REFER TO
FOR
Info Invest R/D Utl Plat File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12-29-81	G. K. Hoosman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TO: MAYOR AND CITY COUNCIL

For Council Meeting December 21, 1981

THRU: RALPH W. HANLEY
CITY MANAGER

Agenda Item No. _____

FROM: ALAN H. HERSHEY, DIRECTOR
COUNCIL OF GOVERNMENTS

A. Hershey

NOTED
E. S. HUNTER

SUBJECT: Appropriations for Salem Parkway

Informational

1. We are currently awaiting the President's signature on a Transportation Appropriations Bill. The bill includes sufficient funding for Oregon so that Salem would receive 14.5 million for Interstate Transfer Highway Projects.

2. While Interstate Transfer Highway fund was cut in the most recent of Congressional actions, three areas were exempted from cuts. They are Oregon, Chicago and Philadelphia. Senator Hatfield was responsible for the protection given to the Oregon projects (Salem and Portland).

3. Initially, the Congressional appropriations went to the President in the form of a Continuing Resolution which was signed. It, however, only provides funding for one-half of the federal fiscal year, October 1, 1981 through March 31, 1982. Since then, the House and Senate have approved a separate appropriations bill to provide 12 months of funding for all programs of the Transportation Department. The President has not yet signed this bill and has 10 days in which to make his decision.

4. I have checked with the Oregon Department of Transportation and have been informed that their recent decision that Salem would receive 14.5 million of the Oregon appropriations still stands. Based on the most recent estimates of the State Engineers for the Salem Parkway, this sum is sufficient to build the entire main line of the Parkway and is likely to leave some left over for a portion of the Verda-Hyacinth-25th Street extension.

5. The schedule from here out is in the hands of the Oregon Department of Transportation. According to Ed Hunter, Assistant State Highway Engineer for Technical Services, it will be as follows:

   1) December through March - Completion of final design and approval by Federal Highway Administration.

   2) March - Call for construction bids.

   3) April - Receive bids and make award. Prepare contract.

   4) May/June - Start construction as soon as weather permits.

AH/r
cc: Russ Abolt
Ron Merry
Rosalind Daniels
Ralph Lambert
Ed Hunter
C. O. Fredrickson
Bob Bothman
Bob Hansen
Rich Santner
Byron Meadows

RECEIVED
TECHNICAL SERVICES
DEC 18 '81
REFER TO
FO-
Info | Inves | R/D | Sign | Apt | File

4H71

STATE OF OREGON
RAILROAD & UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-2

TO: H. S. Coulter
State Highway Engineer

DATE: December 18, 1981

FROM: Roger D. Trygstad
Railroad & Utility Engineer

SUBJECT: SXF 1265
Crossing No. 3E-66.6-B

NOTED
H.S.COULTER

Attached is a copy of Order No. 81-896 issued by the Public Utility Commissioner on December 16, 1981, relative to the above subject matter.

RDT/llr
Attachment
cc: Richard Arnold, FHWA
E. S. Hunter
W. J. Hart
C. T. Keasey
R. L. Schroeder
R. Kuehn
C. O. Fredrickson - Please give copy to Project Manager
R. P. Hamilton
J. L. Sollis
Bob Judson

NOTE TO HART: Will any of this be changed by the new design?

RECEIVED
STATE HWY ENGR
DEC 21 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ORDER NO. 81-896

ENTERED December 16, 1981

PUC CROSSING NO. 3E-66.6-B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 1265

In the Matter of the Application of OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.040, to construct an undercrossing of Salem Parkway and Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon.	ORDER

On September 3, 1981, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.040, to construct an undercrossing of the Salem Parkway, a highway under its jurisdiction, and the main track of Burlington Northern (Oregon-Washington) Inc., Oregon Electric Branch, in Salem (Bush), Marion County, Oregon.

Comments on the application were made by Burlington Northern (Oregon-Washington) Inc., by letter dated October 5, 1981, and applicant, by letter dated November 17, 1981.

Applicant proposes to construct a 179-1/2 foot long, rigid frame bridge-type structure to carry the Oregon Electric Branch main track over the Salem Parkway. The Salem Parkway will provide improved access between Interstate Freeway I-5 and Salem's downtown business district.

The new undercrossing is required to provide a crossing of the railroad track by Salem Parkway and will allow movements on each to proceed without interference from the other.

Copies of the application and responses thereto were duly served upon Burlington Northern (Oregon-Washington) Inc., City of Salem, Marion County, Portland General Electric Company, Bonneville Power Administration, and applicant. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to construct the undercrossing as requested herein is hereby granted.

2. Applicant shall:

   a. Construct the undercrossing structure, and bear all the cost thereof;

   b. Maintain the structure, up to the bottom of the beams except for the beam-bearing assemblies, and bear all the cost thereof;

   c. Maintain all highway appurtenances to the crossing structure, and bear all the cost thereof;

   d. Bear all the cost of damage to the structure caused by motor vehicle traffic on the highway; and

   e. Notify the Commissioner upon completion of the project.

3. Burlington Northern (Oregon-Washington) Inc., shall maintain the structure above the bottom of the beams plus the beam-bearing assemblies, railroad track, railroad drainage and all railroad facilities, and bear all the cost thereof.

After completion, the separated crossing structure shall have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commissioner.

Made, entered, and effective 12/16/81.

PUBLIC UTILITY COMMISSIONER OF OREGON

JOHN J. LOBDELL
Public Utility Commissioner

pss/1554M-3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project No. IX-1525(2)
Chemawa Rd.-Hickory St. (Salem) Sec.
Marion County
Files 52386 & 52415

I request authorization to proceed with the actual acquisition of the above listed properties, which are included in the subject project. The areas to be acquired are as outlined in red on the enclosed sketch maps and do not require relocation assistance.

The estimated cost of acquiring the properties is $11,000 and authorization to proceed as requested will not require an additional obligation in federal funds on the project at this time.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

December 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80236
Project No. IX-1525(1)
Chemawa Rd.-Hickory St. (Salem) Sec.
Marion County

I request your approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated November 13, 1981.

Approval of this request will involve an increase of $763,000 in total cost and $654,389 in Interstate Substitutions General Funds with revised financing as follows:

	TEC	FF	Appn Code	%
Present	$1,187,000.00	$1,018,089.00	823	85.77
Previous	424,000.00	363,700.00	823	85.77
Difference	$ 763,000.00	$ 654,389.00		

I further request only a partial obligation of $483,853 in additional total costs and $415,000 in additional federal funds at this time. Funds for this request are to come from a reduction on Project IX-1560(4) requested under separate action.

CL:bkc
Attachment

cc: F.E. Terpin
P. Stearns
G. Zehner
General Files

Form 734-3122

NOTED
E. S. HUNTER

ROW 18-2

December 8, 1981

Mr. R. G. Brohaugh
Assistant Vice President-Engineering
Burlington Northern Railway
176 East Fifth Street
St. Paul, Minnesota 55101

Salem Parkway Undercrossing of
Burlington Northern
Marion County

Dear Mr. Brohaugh:

Attached for your approval and/or comments are the following relating to the subject project.

SHEET OR DWG. NO.	DESCRIPTION	NO. OF COPIES
36217	Plan and Elevation	4
36218	Shoofly Plan and Grade Lines	4
36141	Vicinity Map and Profile	4
4	Deck Plan and Steel Beam Details	4
5	Plan and Elevation - Bent 1	4
6	Plan and Elevation - Rataining Walls	4
31825	Concrete Pile Details	4
2127	Concrete Median and Shoulder Barrier Details	4
	Preliminary Design Calculation Book	1
	Foundation Report	1

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FOR:
Info | Inves | R/D | D-R | Supn | Insct | File

The last sheet of the calculation shows proposed general notes for the material on the project. We propose to use the Standard Specifications for Highway Construction of the Oregon State Highway Commission and the American Railway Association Manual for Railway Engineering for this bridge. The Special Provisions for the project would contain any necessary modifications to insure that the structure meets AREA and/or BNRR requirements.

The structure is designed to be a weathering steel structure, but the design allows painting the steel if that should become necessary because of unforeseen environmental problems.

We are requesting that you supply us with details of your preferred deck joint type for the deck joint at Bent 2. AREA Specifications require damp-proofing the backs of retaining walls and abutments. We have not done this in the past, but if BNRR requires this, we would like to know your preference for damp-proofing material.

The power lines and poles shown on the plans will be relocated prior to awarding the contract for this structure. Plans for relocating the power lines are being developed and will be forwarded to BNRR when available.

We look forward to receiving your comments.

Cordially,

Roger D. Trygstad, P.E.
Railroad & Utility Engineer

RDT/llr
Attachments
cc: Leo L. George, BN-w/copy of plans

bc: E. S. Hunter
Walt Hart
J. B. Boyd
C. O. Fredrickson

9491

Salem

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

December 2, 1981

J. H. Versteeg
Road Design Engineer

File 52386
Chemawa Road-Hickory Street
Salem Parkway
Marion County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project, scheduled for March 25, 1982.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9491

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-1-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(2)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 12/1/81

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Chemawa Road - Hickory St. (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [x] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 11/30/81 you are now authorized to proceed with the actual acquisition of files 52395 and 52396. Files 52390 thru 52392 as shown on the revised plans are also approved for actual acquisition with the understanding that files 52381 thru 52387 and 52390 thru 52392 shown on right of way map 9B-7-13 submitted 9/17/81 have been cancelled.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(The above authorization does not require additional obligation of funds).

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STATE HWY ENGR
DEC 16 '81
REFER TO
FOR
Info | Invest | R/D | D R | Stem | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/1/81		for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9491

Salem

ROAD DESIGN SECTION

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 27 1981
ROAD DESIGN SECTION

ROW 3:1

Do Not File ☐
Return To 1981
Bring Up ___/___/___
Action

J. B. Boyd, Manager
Right of Way Section

J. H. Versteeg
Road Design Engineer

File 52415
~~Chemawa Interchange~~-- Chemawa Road-Hickory Street Section
~~Pine Street N.E. (Salem) Section~~
Salem Parkway
Marion County

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project, scheduled for March 25, 1982.

By: R

Robert R. Rounds
R/W Descriptions Coordinator

RRR:rlr
Attachments

9491

Salem

ROAD DESIGN SECTION ROW 3:1

J. B. Boyd, Manager
Right of Way Section

November 23, 1981

J. H. Versteeg
Road Design Engineer

Files 52388 & 52389
Chemawa Road-Hickory Street Section
Salem Parkway Highway
Marion County

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 23 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Attached are descriptions (2 files) and an authorization covering additional right of way required for the subject project. Prints covering these files have been forwarded to your office as of this date with revisions of file 52390.

By: ORIGINAL SIGNED BY W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

94491

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

November 23, 1981

Mr. Ron Merry
Director of Public Works
City of Salem
555 Liberty Street S.E.
Salem, Oregon 97301

Dear Mr. Merry:

On September 25, 1981, Mr. Brinkley requested some information and expressed some concern about achieving an acceptable level of service at the intersection of the Salem Parkway with Liberty and Commercial Streets.

Because all agencies involved with the project should be satisfied that an adequate design is being provided, we have conducted a review of the designs suggested by both the State and the City.

This review included consideration of the City's preference for an overcrossing of Liberty Street. Our analysis indicates that an acceptable level of service can be achieved with at-grade intersections. Therefore, it is concluded that the overcrossing design, adding $900,000 to the cost of the project, is not justified.

Three design alternates are enclosed that may provide a basis for mutual design agreement. Each of these designs includes signalized intersections. This is consistent with the other parkway signalized intersection designs at Verda Lane, Cherry Avenue and Broadway Street.

Based on year 2000 peak hour traffic estimates, each of these design alternatives operates at level of service "C" or "D". Alternates I and IA are designs suggested by the State, while Alternate II is a modification of a design suggested by the City. Enclosed are design sketches, signal phasing diagrams and level of service analysis for each alternative. A discussion of alternative designs follows.

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Info | Invest | R/D | D/R | Sign | Act | File

Alternate I

All traffic movements desiring access to and from the parkway are provided for with this design. Pedestrian and bikeway movements are conveniently accommodated at the intersections. Signals are located at both Liberty and Commercial Streets. An essential element in providing an acceptable level of service consists of an intertie of the Liberty and Commercial signals which are coordinated by a single controller. A study of signal phasing has been conducted which allows traffic from the parkway to progress through both Liberty and Commercial signals. A signal phasing diagram is enclosed showing the coordinated phases.

Alternate IA

This design consists of a modification of Alternate I by making Tryon Street one-way westbound between Liberty and Commercial Streets. This simplifies signal phasing. Front Street traffic destined to the parkway, or northbound via Liberty Street, would route via Pine Street then north on Liberty Street. Pedestrian and bikeway movements are conveniently accommodated.

Alternate II

This design is essentially the City's overcrossing proposal modified to an at-grade intersection. A signal is required only at Liberty Street with a fourth lane added to Commercial Street for a merge. Traffic between Front Street and the parkway would route via Pine Street. The present pattern of Front Street to northbound on Liberty Street is retained via a left turn from Tryon Street. Pedestrian and bikeway movements are accommodated, however, less conveniently than Alternate I.

Your indication of design preference is requested so the subject project can advance in a timely manner. Should you feel than additional discussion or information is necessary, we will arrange a meeting between your Traffic Section and ours for this purpose.

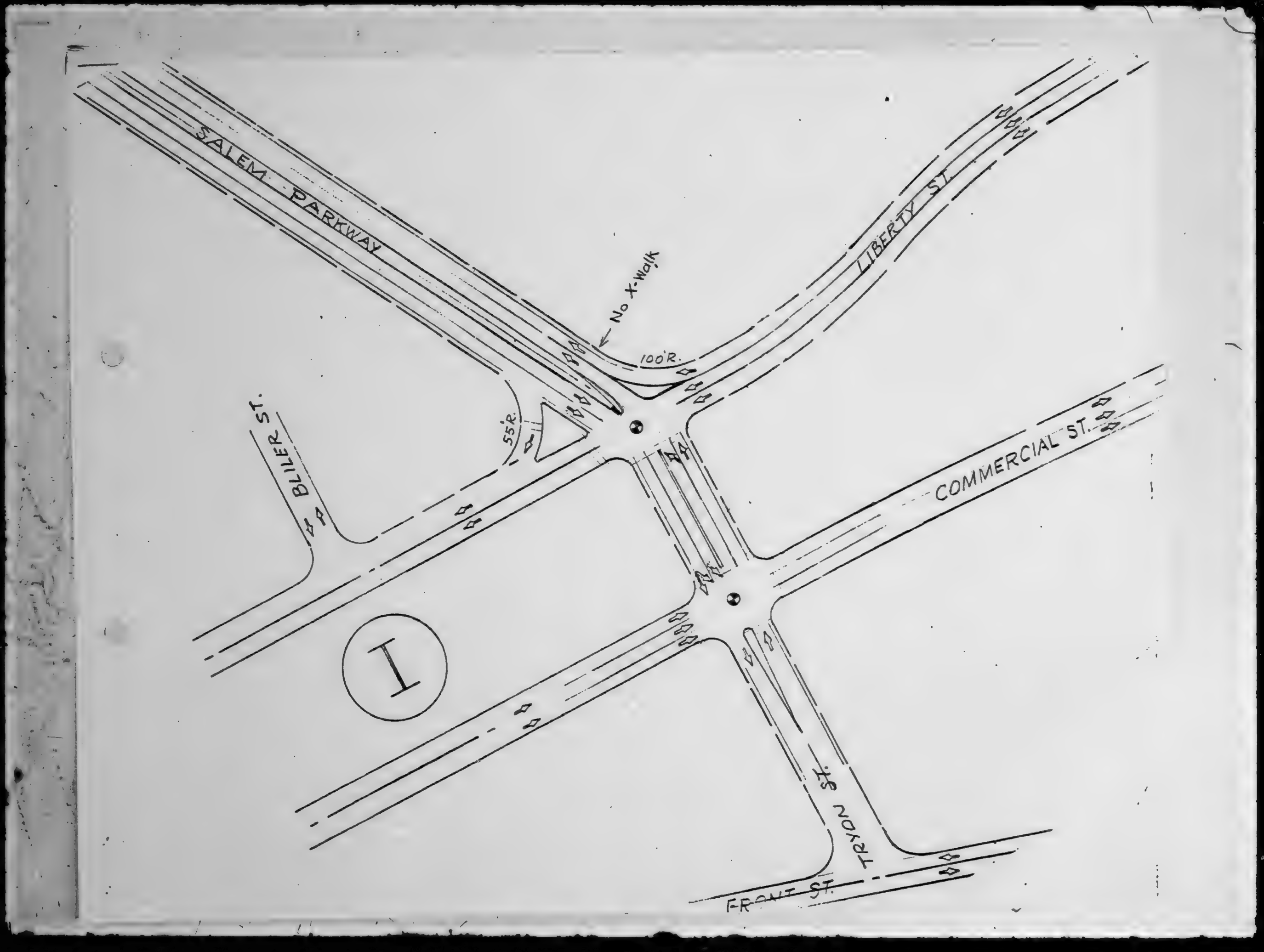
Sincerely,

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. Fredrickson
Region 2 Engineer

JH;COF/dlm
Enclosures

bcc: E. S. Hunter
J. H. Versteeg
L. E. George
Von Hemmert


SALEM PARKWAY
LIBERTY ST.
No X-Walk
100'R.
55'R.
BLILER ST.
COMMERCIAL ST.
TRYON ST.
FRONT ST.
I

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Parkway @ Liberty & Commercial OPTION I (Two-Way)

Made by RLW Nov. 1981 Checked by ....., 19..... Backchecked by ....., 19.....

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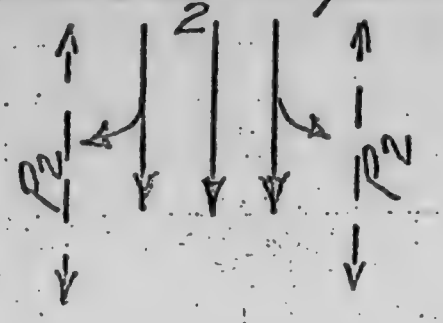
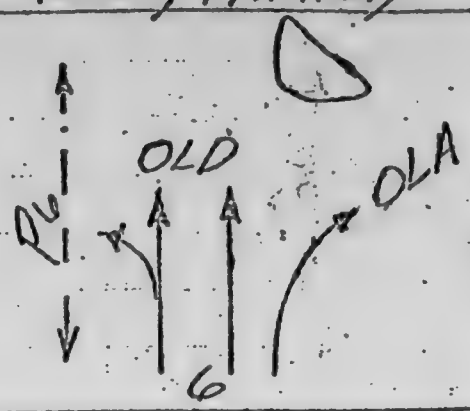
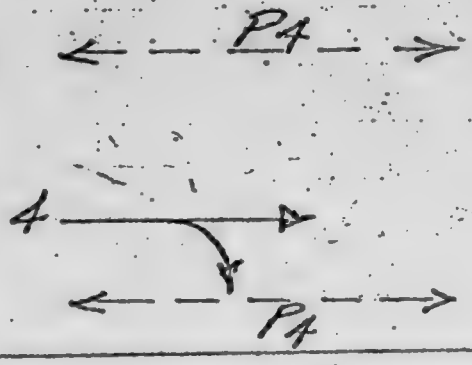
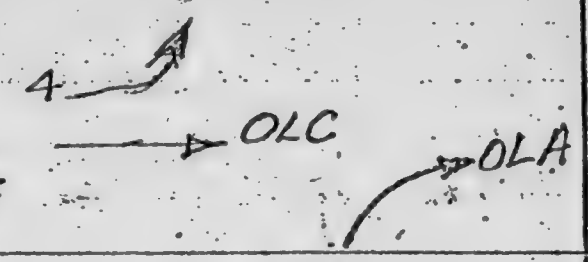
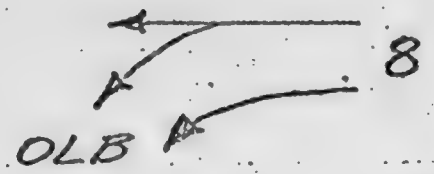
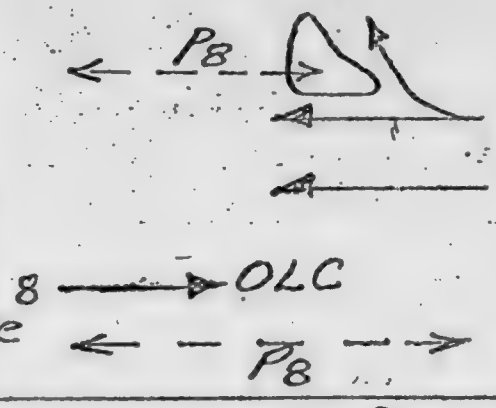
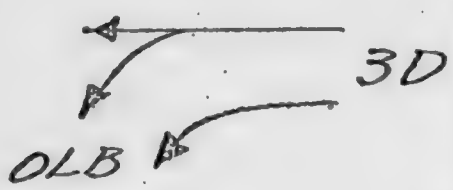
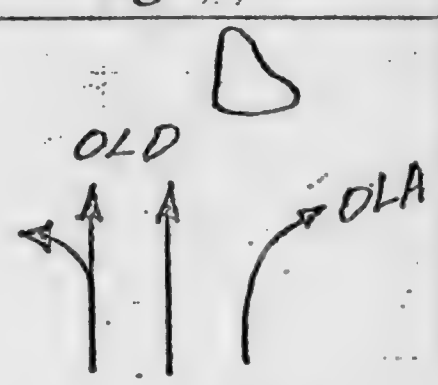
(1)	 Phase 2&6		32	4
(2)	 Phase 4		18	4
(3)	 Phase 8		26	4
(4)	 Phase 7D		8	4
		Totals	84 + 16 = 100 Sec	

1	2	4	3	8	7
5	6				

Ph. 8 call Ph. 7D

OLA = 7D + 4 + 6
OLB = 7D + 8
OLC = 4 + 8
OLD = 7D + 6

SALEM PARKWAY

LIBERTY ST.

No X-Walk

100'R.

55'R.

BUTLER ST.

ONE WAY →

COMMERCIAL ST.

TRYON ST.

FRONT ST.

IA

Form 734-5106

Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for Parkway @ Liberty & Commercial OPTION IA (One-Way)

Made by RW Nov. 19 81 Checked by ....., 19..... Backchecked by ..... 19.....

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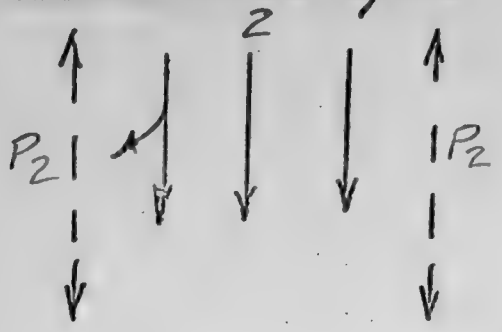
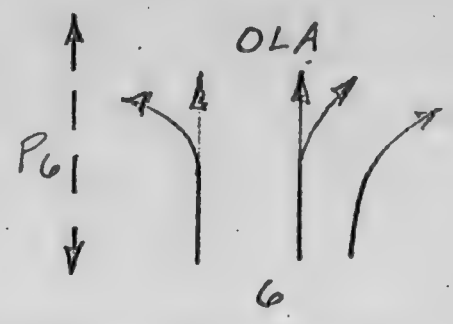
①			32	4
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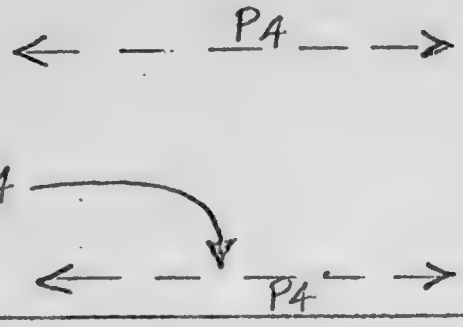
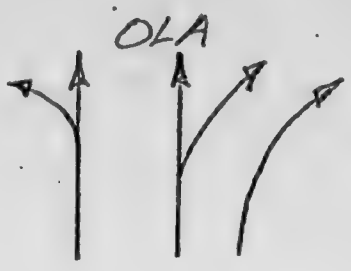
②			16	4
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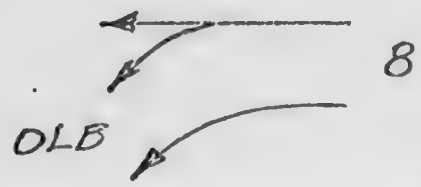
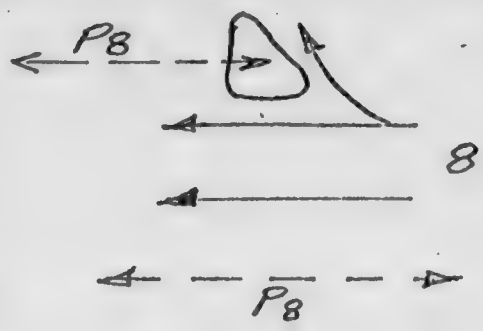
③			28	4
	Phase 8			
④			8	4
	Phase 7D			

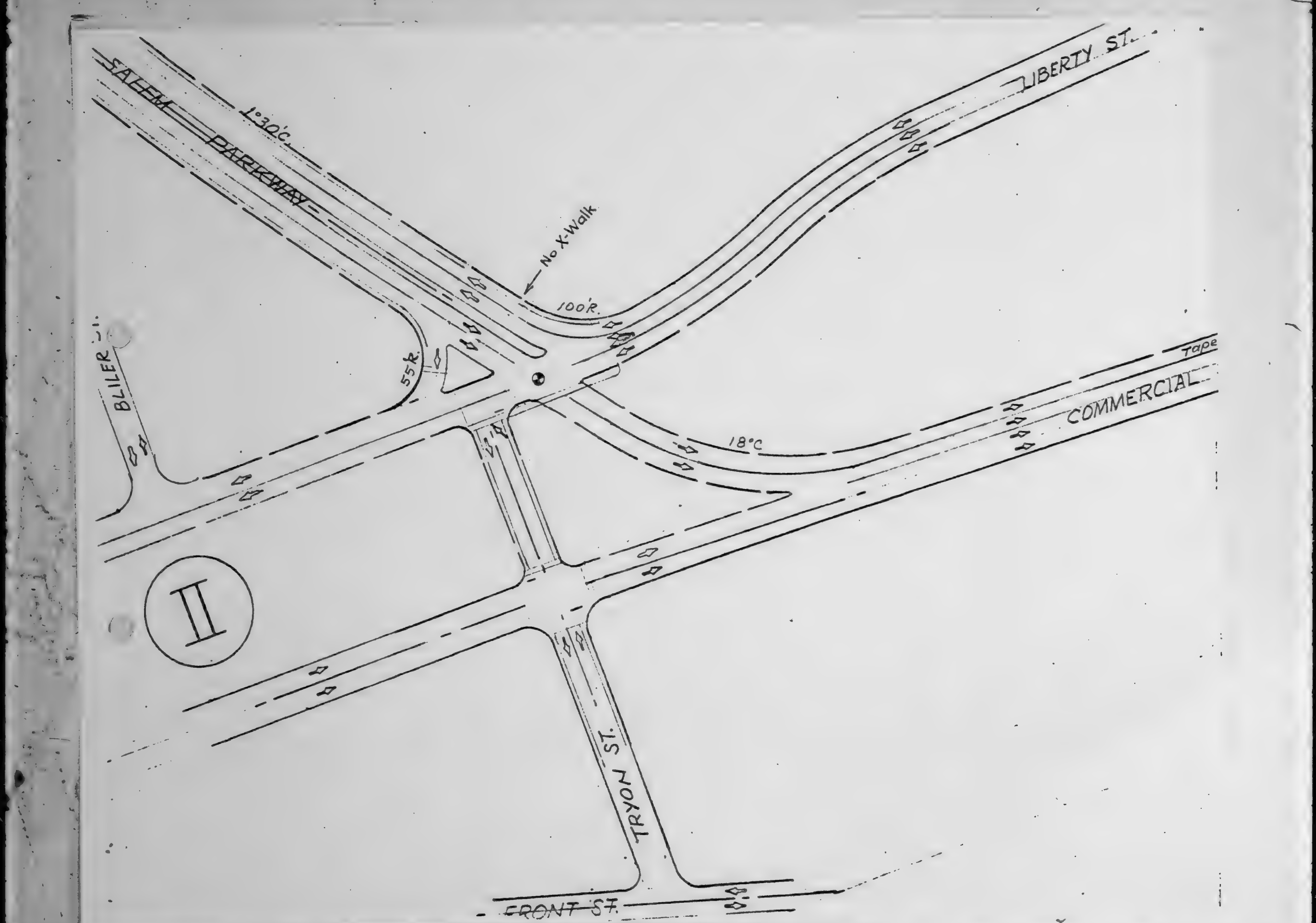
Totals = 84 + 16 = 100 Secs.

1	2	4	3	8	7
5	6				

Ph. 8 Call Ph. 7D

OLA = 6 + 4 + 7D

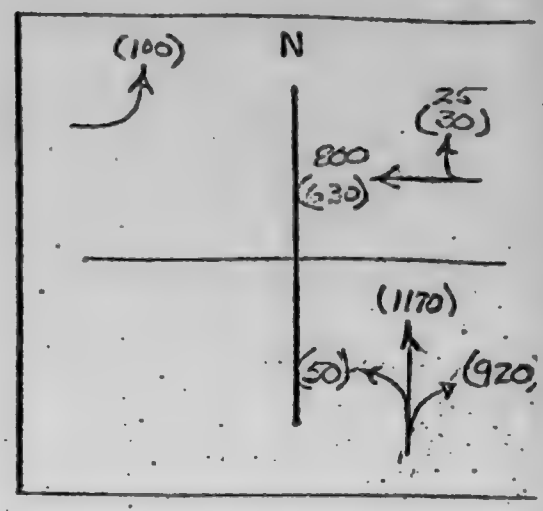
OLB = 8 + 7D


SALEM PARKWAY
1°30'C.
No X-Walk
100'R.
LIBERTY ST.
55'R.
BLILER
Tape
COMMERCIAL
18°C
II
TRYON ST.
FRONT ST.

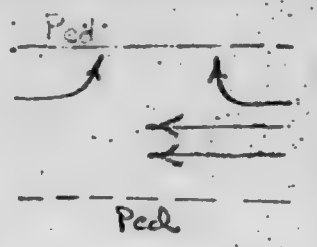
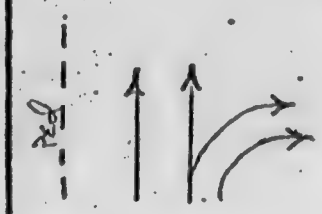
ALTERNATE II

OREGON STATE HIGHWAY DIVISION
TRAFFIC SECTION
INTERSECTION CAPACITY ANALYSIS
Nov. 19 81

PROJECT Salem Parkway
INTERSECTION Liberty & Parkway
CITY Salem



BASIC CONDITIONS:
METRO POPULATION _____ M.P. PHF _____
AREA (Circle One): CBD FRINGE OBD RESID. RURAL

	PHASE 1	PHASE 2	PHASE	PHASE
				
AM	G/C=	G/C=	G/C=	G/C=
PM	G/C= .26	G/C= .62	G/C=	G/C=

SUMMARY	
TOTAL G/C REQ'D.	LEVEL OF SERVICE
.88	C

APPROACH S T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS
	S-NEW	36	3450		.62					2140	Dbl. Rt. & Through

APPROACH E T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS
	E-W&N	24	2500		.26					660	

APPROACH W T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D. G/C or V/C AM	REQ'D. G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS
	W-N	12	1250		.08					100	

APPROACH _____ T= % R= % L= % BUS STOP _____

PHASE	MOVEMENT	W_a (ft.)	CHART REFERENCE	REQ'D G/C or V/C AM	REQ'D G/C or V/C PM	G/C USED*	CAPACITY LEVEL "C"	CAPACITY LEVEL	DHV AM	DHV PM	REMARKS

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEE

SHEET ..... OF ..... SHEE

Parkway @ Liberty & Cont'd.
Summary of Service Levels

NOV. 1981

OPTION I (Two-Way)

Move.	G/C Req'd.	G/C Allow.		
2	.26	.32	} Level of Service = "C" or better for Commercial & Tryon	
4	.18	.18		
OLB	.36	.38		
OLA	.73	.66	Level "D"	} Level of Service = "D" or better for Liberty & Parkway
8	.26	.26	Level "C"	
OLD	.49	.44	Level "D"	

OPTION IA (One-Way)

Move.	G/C Req'd.	G/C Allow.		
2	.26	.32	} Level of Service for Commercial & Tryon	= "C" or better
4	.16	.16		
OLB	.36	.40		
OLA	.62	.64	} Level of Service for Liberty & Parkway	= "C" or better
8	.26	.28		

OPTION II

Move.	G/C Req'd.	G/C Allowed		
Parkway	.26	.26	} Level of Service for Liberty & Parkway	= "C"
Liberty	.62	.62		

94411

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

November 2, 1981

Mr. R. G. Brohaugh
Assistant Vice President-Engineering
Burlington Northern
176 East Fifth Street
St. Paul, Minnesota 55101

Salem Parkway Undercrossing
Burlington Northern Railroad
Marion County

Dear Mr. Brohaugh:

Thank you for your October 30, 1981 letter indicating that, as a one-time exemption from your policy, you are willing to permit the Oregon Highway Division to prepare the plans and specifications for the Burlington Northern overcrossing of the Salem Parkway. The provisions included in your letter are satisfactory.

We truly appreciate your cooperation in this matter. We fully understand that you are bending your usual policy to accommodate our wishes and time schedule. Thank you!

Very truly yours,

J. B. Boyd
Right of Way Manager

JBB/RDT/llr

cc: J. N. Bone, BN, Seattle

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NOV 3 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

BURLINGTON NORTHERN

176 East Fifth Street
St. Paul, Minnesota 55101
Phone (612) 298-2121

RIGHT OF WAY ADMINISTRATION
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NOV - 2 1981
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0 1 2 3 4 F

October 30, 1981

Mr. Bruce Boyd
Right of Way Manager
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Boyd:

Referring to your letter of October 23, 1981, concerning design of the proposed Salem Parkway Undercrossing of Burlington Northern at Salem, Oregon.

As a one-time exemption from our usual policy, and on the basis that this will not set a precedent for future projects, we are willing to permit the State to proceed with preparation of plans for the underpass at this location, subject to the following understandings:

1. A new preliminary bridge plan and shoo-fly plan will be prepared by the State for approval by BN before proceeding with preparation of detailed plans. The preliminary plan will be based upon use of welded steel girders, with a composite concrete deck.

2. Design criteria, overall proportions for the piers and abutments, and other portions of the structure, span makeup, diaphragms, bearings, and other elements of design, if not included on the preliminary plan, will be presented in sufficient detail that these can be reviewed and approved before final plans are prepared.

3. The State will work closely with the BN during preparation of plans, submitting plans for advance review as these are developed. In this matter, we would hope to limit the burden on our office for review, comparable to that required for review of plans prepared by a consultant already familiar with BN practices and requirements. Design calculations must accompany the plans. Special provisions will be handled similarly.

4. The State will reimburse BN for its cost of reviewing the plans and special provisions, including our hiring of a consulting engineer to handle this work if time constraints make it impossible to handle in-house. We will submit a proposed agreement for this work. We will also submit a proposed agreement covering construction and maintenance of the structure.

5. While we are aware of your concern for meeting the proposed bid date you have established, and we will cooperate to the extent possible to enable you to meet that date, you agree that we must be entirely satisfied with the plans and specifications before they are sent to proposed bidders.

6. BN will be furnished with sufficient sets of plans and specifications to permit internal distribution by the railroad to its various offices for use during construction of the project. We will also want to be represented at pre-construction and pre-fabrication meetings, and to be allowed to participate in inspection during fabrication and construction of the work. If there are any changes proposed to the plans or specifications during fabrication or construction, we must approve them before they are authorized. Following completion, "As Built" Mylars will be furnished for our files.

Yours truly,

R. G. Brohaugh

R. G. Brohaugh
Assistant Vice President-Engineering

JWD/efd,03

File: Salem, OR

Salem

9491

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

November 2, 1981

J. H. Versteeg
Road Design Engineer

Files 52348, 52349, 52354, & 52390 through 52396
Chemawa Road-Hickory Street
Salem Parkway Highway
Marion County

Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

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NOV 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring by ___/___/___
Action

Attached are descriptions (10 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1982.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rir
Attachments

9(M.1

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: C. O. Fredrickson
Region 2 Engineer

DATE: October 4, 1981

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Obligation of E-4 Funds for Preliminary Engineering
Salem Urban Area Projects

I have received a copy of your September 23, 1981 letter to D. H. Moehring requesting adjustments of obligational authority for four Salem Urban Area FAIX projects and have been asked to supply justification for each of these proposed adjustments.

Please supply me with the justification for the four proposed adjustments for those Regional, Field and Local Government costs that have been or are expected to be the cause of this request.

FET:PL:ge

cc E. S. Hunter w/attachment
D. H. Moehring

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TECHNICAL SERVICES
OCT. 6 '81
REFER TO
FOR
Info | Invest | R/C | D/R | Sign | Act | File

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: September 23, 1981

FROM: C. O. Fredrickson
REGION 2 ENGINEER

SUBJECT: Obligation of E-4 Funds
for Preliminary Engineering
Salem Urban Area Projects

Region Office requests the following changes be made in the obligation of E-4 monies for the Salem Urban Area.

De-obligate $540,000 from the Mission St. Project, 1X-1560 (4)

* Obligate $415,000 to Salem Parkway, 1X-1525 (1)

Obligate $ 5,000 to Hawthorne Ave., 1X-1635 (2)

Obligate $120,000 to Marion & Center St. Brs., 1X-47 (7)

The above actions are for Preliminary Engineering only.

Willamette Valley COG has been consulted and the changes will be included in the TIP. City of Salem and Marion County have also been advised of the proposed action.

Obligation of additional funds to the above three projects is necessary to meet anticipated costs of preliminary engineering. Mission Street has presently sufficient funding and it is not anticipated all the obligated funds will be expended.

POS/rgb

9-30-81
cc: Frank Terpin

* 1/22/81 REQUESTED ADD'L TEC 669,000, FF 568,650; BUT NO FUNDS AVAILABLE AT THAT TIME.

9491

BURLINGTON NORTHERN

176 East Fifth Street
St. Paul, Minnesota 55101

Phone (612) 298-2121

RECEIVED
TECHNICAL SERVICES
OCT 6 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ael | File

September 30, 1981

Mr. Roger D. Trygstad
Railroad and Utility Engineer
Department of Transportation
Salem, Oregon 97310

Dear Mr. Trygstad:

Mr. Bone has forwarded your letter of September 11 regarding design of a proposed railroad underpass at Salem, to me.

Your letter does not indicate that consideration has been given to carrying the highway over the railroad. I would urge that this be investigated.

Burlington Northern has a long standing policy that bridges supporting its track will be designed in house, or by a Consulting Engineer selected by BN and reporting solely to BN. This policy resulted from our finding ourselves pressured into accepting unsatisfactory details to meet bid schedules, or devoting excessive time and manpower to revising plans to meet BN standards. In view of your tight schedule for plan preparation, it will be necessary for BN to engage a Consulting Engineer to handle preparation of plans for the Salem underpass. An agreement will be required between State and BN for reimbursement; an example of such an agreement is attached.

The preliminary plan, covering a post-tensioned concrete bridge, is not acceptable to BN. We propose a weathering steel welded composite girder; similar to the attached example. Dimensions of the center pier are not indicated, but these may need to be enlarged to provide acceptable edge distance for the bridge bearings. The abutment stem also appears to be too slender.

The shoofly alignment is tentatively satisfactory. However, if the BPA power line will remain energized while the shoofly is in use, we will need information on clearance of their cables above the shoofly track, and horizontal clearance to the support poles or towers.

We presume the State will furnish all survey information needed for our Consultant to design the project, including soils information and cross sections of shoofly. This information should be supplied as soon as possible.

XC: E.S. Hunter
Walt Hart - Please give me your comments & Info to reply.
Roger

BURLINGTON NORTHERN

Further comments on matters covered in your letter are as follows, referenced to your item numbers:

1. We would expect the State to handle with FHWA, City, County, etc., where their approval of the plans is required.

2. Please furnish the architectural and structural details you wish used. Our Consulting Engineer will be asked to incorporate these in the plans where they are consistent with BN requirements.

3. It is unfortunate the BN was not contacted earlier. However, we expect that design by a Consulting Engineer familiar with BN standards and practices would provide the best opportunity for completion of plans acceptable to BN within the given time frame.

Yours truly,

R. G. Brohaugh

R. G. Brohaugh
Assistant Vice President-Engineering

JWD/ewc,1&2

cc: Mr. J. N. Bone

File: Salem, OR

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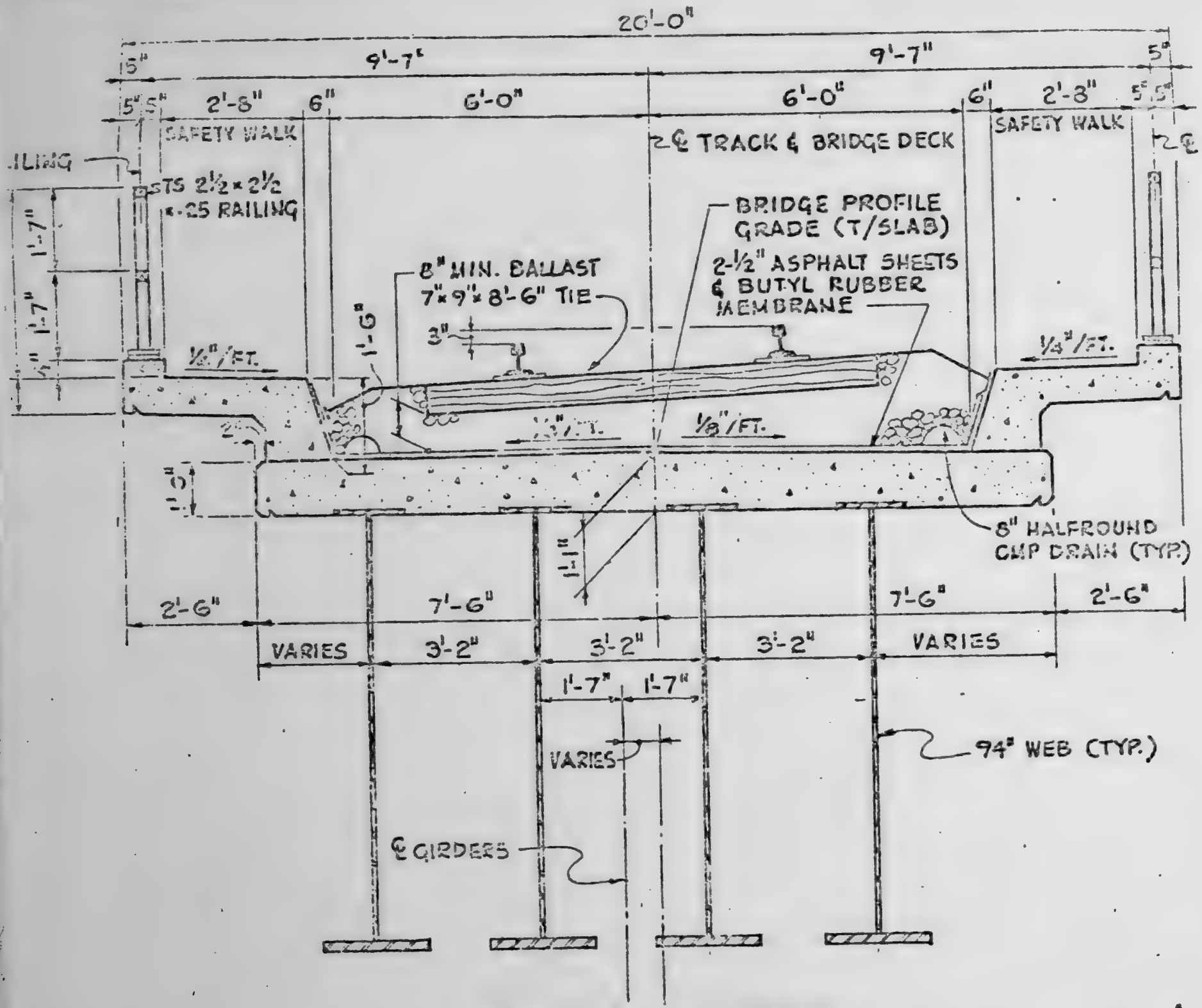
OCT 2 1981
RR & UTILITY UNIT



TYPICAL SECTION

SCALE: ⅜"=1'-0"

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

September 25, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Verda Lane-Cherry Ave. (Salem) Section
Oregon Project No. IX-1525(3)
PS&E Approval
Right of Way Clearance

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contracter's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above mentioned project.

Our PS&E approval request dated September 23, 1981 was made with the right of way not clear to allow this project to proceed in an orderly manner to the final construction phase.

In regard to our right of way certification of September 23, 1981; it deals with several parcels as being needed within the overall limits of the project. Actually, there are only two parcels needed within the construction limits and these are at the northerly end. These two parcels will be clear prior to receiving bids.

In the event it should become necessary, the bidding proposal will be revised to include a right of way restriction to cover the area involved.

Therefore, we feel it is in the public interest to receive PS&E approval at this time.

DAR:bkc
cc: Bruce Boyd
Hal Versteeg

RECEIVED
SEP 25 1981
ROAD DESIGN SECTION

Form 734-3122

91191

September 23, 1981

Board of County Commissioners
Marion County
Courthouse
Salem, OR 97301

AGR 4

Attention: Edwin P. Morgan
County Clerk

City of Salem
City Hall
Salem, OR 97301

MISC. CONTRACTS and
AGREEMENTS No. 7534

Attention: Patricia Wolfe
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the construction of the Claxter Road-Cherry Avenue Section of the Salem Parkway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (Agreement attached)

G-1411

9-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter, State Highway Engineer
State of Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9-17-81

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

CHEMAWA ROAD - HICKORY STREET (SALEM) SECTION

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of September 17, 1981, you are now authorized to proceed with all phases of right of way acquisition for files 44593, 45011, 52348, 52349, 52350, 52354, and 52381 through 52394, as shown on R/W map 9B-7-13 at a TEC of $1,237,500 - Federal Funds $1,051,875.

A right of way map reflecting access control limits and right of way needs for the present project, as well as identifying all areas of excess right of way acquired with Federal Funds needs to be furnished as soon as practicable for the construction phase.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 4 '81
REFER TO
FOR

Ltr	Invest	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9-17-81	E. J. Tulack	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9491

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

September 17, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-1525(2)
Chemawa Rd.-Hickory St. (Salem) Sec.
Right-of-Way
Marion County

I request authorization to proceed with the actual acquisition of the remaining right-of-way as programmed on the subject project at an estimated total cost of $1,237,500 with federal funds of $1,051,875. The areas to be acquired are as outlined in red on the enclosed copy of right-of-way map 9B-7-13.

Our letter of September 8, 1981 forwarded for your approval, the required relocation plan and provided the assurance regarding the availability of replacement housing for displaced persons on the project.

Approval of the above request will result in financing of the project as follows:

	Appn Code	TC	FF	%
Present	772	$1,402,500	$1,192,125	85
Previous	772	165,000	140,250	85
Difference		$1,237,500	$1,051,875	

The funds for this project are to come from the FY '81 supplemental allocation.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
P. Stearns
G. Zehner
General Files

Form 734-3122

ROW 18-2

September 11, 1981

Salem Parkway @ Burlington Northern
(Oregon-Washington, Inc.)
Marion County

Mr. James N. Bone
Chief Engineer-Region
Burlington Northern Railway
Public Works-Central Bldg.
810 Third Ave.
Seattle, WA 98104

ATTENTION: Leo L. George
Engineer

Dear Leo:

This is in response to your September 4th letter regarding the subject project.

First of all, I would like to urge your concurrence in the State Highway Division doing the design for the structure. We have, as you have found out by talking to your counterparts in other Railroads, designed many structures carrying railroad traffic. As they explained to you, the Railroad Company has every opportunity to review and comment on the plans before contracting.

We feel that it would be advantageous for the Oregon Highway Division to design the structure for the following reasons:

1. The design process will require many interdepartmental contacts as well as contacts with the Oregon PUC, City of Salem, Marion County and the local FHWA office. Additionally, the structure will be advertised and contracted by the State of Oregon.

2. The structure will be contracted along with other structures and grading work. Compatibility of architectural and structural details with nearby highway structures would be more difficult if Burlington Northern designed this structure.

3. Since we are planning an early-1982 contract letting, the design time is very short. Our people are already familiar with the project and have done considerable work. Railroad people or a consultant would have to start from scratch. We do not want to hold up this project because of the railroad structure. The plans must be completed two months before the letting date.

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TECHNICAL SERVICES
SEP 11 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

We feel that we can expeditiously design a structure that will be fully acceptable to Burlington Northern. The track work relating to this structure could be done by our contractor or by the Burlington Northern crews.

You asked aboutthe type of funding on this project; it is a Federal project with matching money coming from the City of Salem and Marion County.

You indicated a concern that our proposed shoo-fly would infringe on Indian lands outside of your easement. We have already purchased adequate right of way to allow for the shoo-fly. We will need to receive an easement from you.

You requested information relating to the contours of the area. The third drawing in the set that we sent to you (Drawing No. 36141) shows the original ground contours and the typical section for the railroad. If anything further is required, please let me know.

You mentioned that the typical section which we show does not conform to present PUC clearance requirements. We have reqhecked the Oregon PUC requirements for the walkways (Rule 44-330) and find that it only specifies a distance of 7'9" from the center line of the track. Our design exceeds this requirement. If you have a specific reason for requesting 9'6" clearance, we can probably accommodate you, but we will need some justification to assure Federal participation.

I hope this letter will adequately answer your questions and I hope, Leo, that we can bring this matter to a head just as rapidly as possible. I appreciate your cooperation.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw

bc: E. S. Hunter
J. H. Versteeg
C. O. Fredrickson
Walt Hart

STATE OF OREGON

INTEROFFICE MEMO

TO: Roger Trygstad
Railroad & Utilities Engineer

DATE: September 10, 1981 DES 23
16096

FROM: L. L. Wallace
Assistant Bridge Engineer

SUBJECT: OERR Uxing (BNRR)
BR 16096
Salem Parkway
Marion County

RECEIVED
TECHNICAL SERVICES
SEP 11 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Del | File

Our response to Burlington Northern's letter of September 4, 1981, regarding the subject structure is as follows:

This project will be built using Federal, City of Salem and Marion County funds. The project is scheduled for an early 1982 contract letting, but the plans must be completed two months before the letting date.

The land adjacent to the railroad has been purchased by the State of Oregon as shown on the Vicinity Map and Profile, Dwg. 36141. The original ground contours and the typical section for the railroad are also shown on this drawing. Final slopes from the edge of the railroad subgrade will not exceed the 2:1 slope shown in the typical section for the railroad.

We have rechecked the Oregon PUC requirements for walkways (Rule 44-330), and we believe that the proposed typical section for the structure meets PUC requirements. Please have Burlington Northern provide justification for their request for additional walkway width so that the funding agencies may act on their request.

The Oregon State Highway Division has designed many structures carrying railroad traffic. Our design office also performs a complete design check concurrently with the railroad company review of the completed plans. The structure is ready for contracting only after the railroad company has approved the completed plans.

We feel that it would be advantageous for the Oregon State Highway Division to design this structure for the following reasons:

1. The design process will require many interdepartmental contacts as well as contacts with the Oregon PUC, City of Salem, Marion County and the local FHWA office. Additionally, the structure will be advertised and contracted by the State of Oregon.

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Materials
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2. The structure will be contracted along with other structures and grading work. Compatibility of architectural and structural details with nearby highway structures would be more difficult if Burlington Northern designed this structure.

Therefore, we feel that we can expeditiously design a structure that will be fully acceptable to Burlington Northern. Due to the time limitations, we are continuing design work on this structure with the hope that we will receive a favorable decision from Burlington Northern.

The track work related to this structure could be done by our contractor or by Burlington Northern crews.

RLM:jrb

cc: E. S. Hunter
C. O. Fredrickson
J. H. Versteeg

44191 9-9-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(2)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Marion
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 80236
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/9/81
8. FEDERAL ROUTE NUMBER: FAU 1525
9. STATE ROUTE NUMBER: City Street
10. GENERAL LOCATION: Chemawa Rd. - Hickory St. (Salem) Section
11. GENERAL DESCRIPTION OF WORK: Right of Way
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [x] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 8/28/81 you are now authorized to proceed with all phases of right of way acquisition for files 46932, 47673, 52189 thru 52192, 52193, 52194 and 52195 at a TEC of $165,000 F.F. $140,250 as shown on R/W map 9B-7-13.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

(Funds for the above authorization from supplemental allocation of FY81 Interstate Substitution Funds)

Also, as requested, I approve the relocation plan dated 9/4/81.

RECEIVED
STATE HWY ENGR
SEP 24 '81
REFER TO Machung
FOR
Info | Inver | R/D | D/R | Sign | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/9/81	G. K. Hansen	for DIVISION ADMINISTRATOR

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4491

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 8, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. IX-1525(2)
Chemawa Rd.-Hickory St. (Salem) Section
Right-of-Way
Marion County

Enclosed is a copy of the relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of file 52193 which is in addition to our previous request of August 28, 1981. The area to be acquired is as outlined in red on the enclosed sketch map.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for the displaced persons who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 2 Right-of Way Office in Salem.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
Jim Dixon
G. Zehner
General Files

Form 734-3122

9491

2.

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson
Region 2 R/W Supv.

DATE: September 2, 1981

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Services Agreement #191
Salem Parkway
Marion County

MISC. CONTRACTS and AGREEMENTS No. 1521

Attached is a fully signed agreement for Marion County and a copy for your files.

AE
mp
Attach.

cc: C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Condemnation, w/c
Title, w/c

94C11

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROW 18-2

September 2, 1981

NOTED
H.S.COULTER

Mr. David Astle
Assistant PUC Commissioner
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

Burlington Northern (Oregon-Washington)
Inc., U'Xing
Salem Parkway
Marion County

Dear Dave:

Enclosed is an original and seven copies of an Application for authority to construct a separated crossing at the subject location.

Cordially,

Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw
enc.

cc: H. S. Coulter - w/attach.
E. S. Hunter - w/attach.
Walt Hart - w/attach.
C. O. Fredrickson - w/attach.
C. T. Keasey - w/attach.
D. E. Swan - w/attach.
Jack Sollis - w/attach.

RECEIVED
STATE HWY ENGR
SEP 3'81
REFER TO
FOR
Info | Sign | Act

Form 81-731-0027 (9-77)

PUC Docket No. SXF _____

PUC Crossing No. _____

DOT-AAR Crossing No. _____

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation-Highway Division (name of applicant)

for the authority, pursuant to ORS 763. 040 (020/030/040), to construct (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Salem Parkway (name of street or highway)

and Burlington Northern (name of railroad company)

Mainline (name of railroad main or branch line or other trackage)

near (in/near) Salem (name of city/town/rail station), Marion (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

[ ] State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $_____

[X] Federal-Aid Highway System funds.*
Federal Aid Interstate Transfer Funds

[ ] Other Federal Funds.*
_____

[ ] None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) __x__ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)_____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):

The project consists of constructing a structure to carry the railroad over Salem Parkway, a new facility.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? Because of the volume of traffic on Salem Parkway

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

11.a. (continued)

(3) Surface--	At present:	After completion:
Width between rails (measured perpendicular to the roadway centerline):	_____	_____
Type of surface of traveled way:		
on approaches	_____	_____
at crossing	_____	_____
Type of surface on shoulders;	_____	_____
Condition of surface:		
on approaches	_____	_____
at crossing	_____	_____
Is highway curbed on the approaches?	_____	_____
Is there one or more sidewalks at this crossing?	_____	_____

If either answer to the above question(s) is "Yes," please describe below, including width and location of each sidewalk:

_____

_____

(4) Gradient, going toward crossing on--	At present:	After completion:
_____ approach (N or E)	± _____%	± _____%
_____ approach (S or W)	± _____%	± _____%

(5) Nearest public roadway intersection on each approach--

(a) _____ approach: _____ft; ADT _____
(N or E)

(b) _____ approach: _____ft; ADT _____
(S or W)

Name of road or highway:

(a) _____

(b) _____

Public authority with jurisdiction over road or highway:

(a) _____

(b) _____

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties in interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) _____; (b) _____.
(yes/no) (yes/no)

11.b. (Continued)

	At present:	After completion:
(4) Nearest switch--		
_____ (N or E) of crossing:	_____ ft.	_____ ft.
_____ (S or W) of crossing:	_____ ft.	_____ ft.

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume--

At present: 0 ; After completion 19,200 ; (Year 2000)

(2) Speed of vehicles (estimated 85th percentile speed)--

	At present:	Expected after completion
At SSD* from crossing on _____ (N or E) approach:	_____ mph	_____ mph
on _____ (S or W) approach:	_____ mph	_____ mph
At crossing:	_____ mph	_____ mph
Posted speed limit on approaches:	_____ mph	_____ mph
(3) Direction of traffic flow:	_____ (N & S, etc.)	_____

b. The Railroad

(1) Train movements-- (avg. per day)	At present:	Expected after completion:
Freight trains:	_____	_____
Switching movements:	_____	_____
Passenger trains:	_____	_____
(2) Speed of trains--		
Maximum allowable:	_____ mph	_____ mph
Typical:	_____ mph	_____ mph
Slowest Normal:	_____ mph	_____ mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .	The motor vehicle operator can see along the railroad . . .
_____ (N or E) approach:	_____ ft. to right; _____ ft. to left
_____ (S or W) approach:	_____ ft. to right; _____ ft. to left

*Safe Stopping Distance (see table page 7).

14. List the number and types of protective devices to be installed at the crossing and on its approaches.

TYPES OF DEVICES (refer to rule OAR 860-42-060)

Standard No. 1M, multiple track sign
Standard No. 1P, reflectorized crossbuck for pedestrian crossings only
Standard No. 1R, reflectorized crossbuck
Standard No. 1S, vehicle stop sign (to stop vehicles)
Standard No. 1T, railroad stop sign (to stop trains)
Standard No. 2, flashing light signal
Standard No. 2B, cantilevered flashing light signal
Standard No. 2P, flashing light signal for pedestrian crossings only
* Standard No. 4, automatic gate signal
Activated advance warning sign with message "PREPARE TO STOP WHEN LIGHTS FLASH."
Standard stop clearance lines
Standard "EXEMPT" sign
Standard advance "EXEMPT" sign
** Standard part-time turn restriction sign
Standard "DO NOT STOP ON TRACKS" sign
Standard advance warning sign
Standard "STOP AHEAD" sign
Standard advance warning pavement markings
Standard highway guardrail (urban or rural)
Non-mountable curb
Traffic signals at crossing
** Traffic signals at adjacent intersection

* To be used in conjunction with Standard No. 2 or No. 2B signals. Please indicate which it will be.
** Please furnish description of traffic signal operation, including a signal operation matrix upon train preemption.

a. Protection type: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

_____

(1) Who will perform the installation: _____

(2) Estimated cost of installation: $_____ ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

*** Include cost of furnishing the protective devices(s).

If Commissioner's Standard No. 2, 2B or 4 signals are to be installed, describe how motorist will be protected from striking these signals. RURAL TYPE GUARDRAIL, MODIFIED RURAL TYPE GUARDRAIL (describe modification), URBAN TYPE GUARDRAIL OR NON-MOUNTABLE CURBING.

15. Protection at signal: _____

Number of such devices: _____; To be located as follows: _____

_____

_____

(1) Who will perform the installation? _____

(2) Estimated cost of installation: $_____

(3) Who will pay for said installation?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

(4) Who will maintain these devices? _____

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
_____	_____
_____	_____
_____	_____

16. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

_____

Estimated cost of this portion: $_____

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: _____

17. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

18. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

_____

b. Remainder of crossing area: _____

SECTION III. Separated Crossings

21. At the crossing, the highway will be below (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

No (yes/no)

If no, please give reasons why attenuators are not necessary:

Abutments are protected by concrete barriers.

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Burlington Northern, Inc.

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Inc.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Burlington Northern, Inc.

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern, Inc.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Department of Transportation-Highway Division

SECTION IV. — PERMANENT CROSSING CLOSURE

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 41 of this form. If all parties in interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

29. Name and location of crossing to be closed (If different from crossing described in items 3, 4 and 5 of this application):

_____

_____

_____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

30. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: _____

_____

Route B: _____

_____

31. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A — 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: _____

_____

Route B: _____

_____

32. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: _____

_____

Route B: _____

_____

SECTION V. -- (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain: _____

If no, explain why not: New facility

42. Other items of construction and cost distribution:

* * * \

179'-6" ctr-ctr. end bents - Post tensioned Box Girder Bridge

82'-0" Span 1 | 97'-6" Span 2

Note: See dwg. for Shoo

"CK's 250' spiral a=0.9 Δ=2°48'45"

BPA 115KV - Power Line

"SB's 137+00.49 P.S.

"NB's 135+62.70 P.S.

SAP 21

Sta. 2438+12.63 P.O.T. Bent 1

Sta. 2438+94.63 P.O.T. Bent 2

Sta. 2439+92.13 P.O.T. Bent 3

10' Bike Way

3'-4" min.

6' Sh. 12' Lane 8' Sh.

Varies 12' Lane 12' Lane 8' Sh.

10½" 17'-0" 14'-0" 10½"

C.E.R.R & S 1°27' 30" W

"CK's" 1807+94.44 P.T.

PGE 700

A B C

PLAN

Scale: 1"=20'-0"

Elevation - ft. 180 170 160 150 140 130

exp. 17'-0" min. cl. Hinge exp.

Top of

Bent 1 Bent 2 Bent 3

Finish grade 5' Rt. of RR

ELEVATION

Scale: 1"=20'-0"

Bridge

AN 2

70 P.I.

Sta. 2439+92.13 P.O.I.

Bent 3

"SB$_5$"
495.85' spiral
a = 0.6
s = 7°22'33"

"NB$_2$"
500' spiral
a = 0.6
s = 7°30'

25'-0"

25'-0"

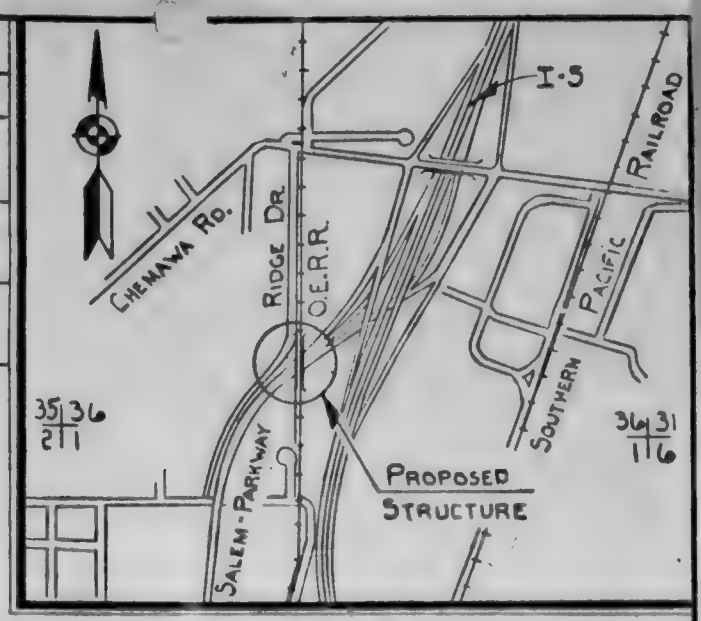
℄

PGE - 57 KV trans. + 13 KV dist. Power Line

Railroad Right of Way

NOTE:
See dwg. # 36218 for gradelines & Shoofly plan.

INTERSECTION POINTS		
Point	Stations	Angle
A	"℄ K$_5$" 1807+91.23 P.O.S. = "BNRR" 2438+72.23 P.O.T.	42°-46'-54"
B	"SB$_5$" 138+06.61 P.O.S. = "BNRR" 2439+27.47 P.O.T.	49°-17'-14"
C	"NB$_2$" 138+28.15 P.O.S. = "BNRR" 2439+57.37 P.O.T.	51°-38'-40"



VICINITY MAP

Structure located in S.E. 1/4 of S.W. 1/4 of Section 36, T6S, R3W, W.M.

Symm. about ℄ of structure

8'-0"

3'-0"

9"

P.U.C. clearances

4'-0"

2'-0"

7'-0" max.

9'-0" max.

Existing railroad subgrade

Top of rail

exp.

Bent 3

Finish grade 5' Rt. of RR.

TYPICAL SECTION

Scale: 1/4"=1'-0"

APPROVED:

P.E.

STRUCTURAL DESIGN ENGINEER

P.E.

TECHNICAL SERVICES ENGINEER

DESIGNED R. L. Malcom
DRAWN J. Silbernagel
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

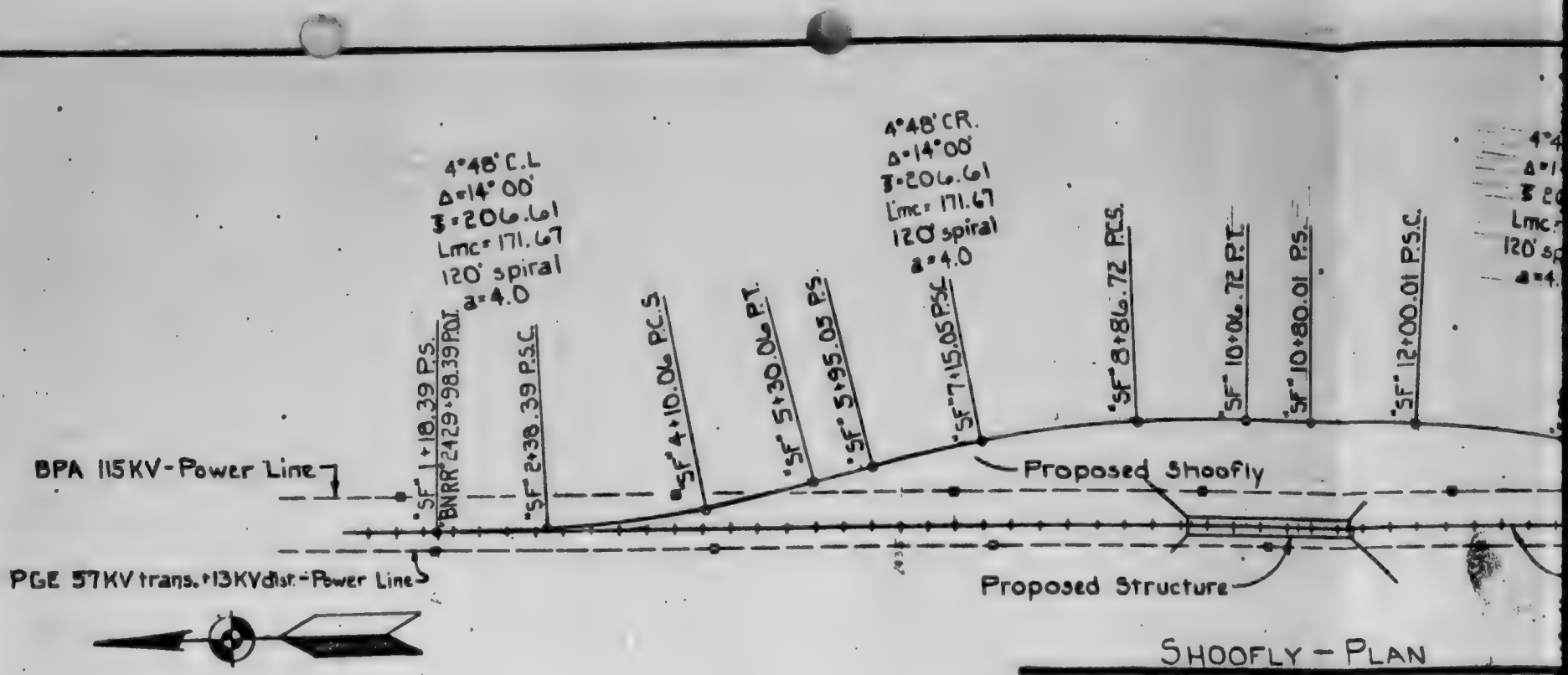
O.E.R.R. U'xing (BNRR)
CHEMAWA RD.-VERDA LANE (SALEM) SEC.
SALEM PARKWAY FAU 1525
MARION COUNTY

PLAN & ELEVATION

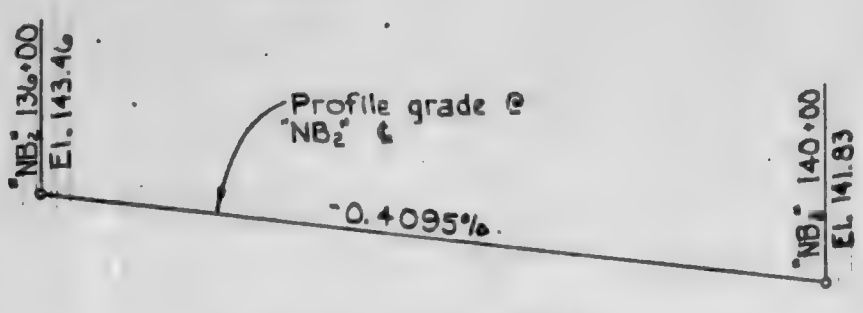
ACCOMPANIED BY DWGS.

DATE August 1981
BRIDGE NO. 16096

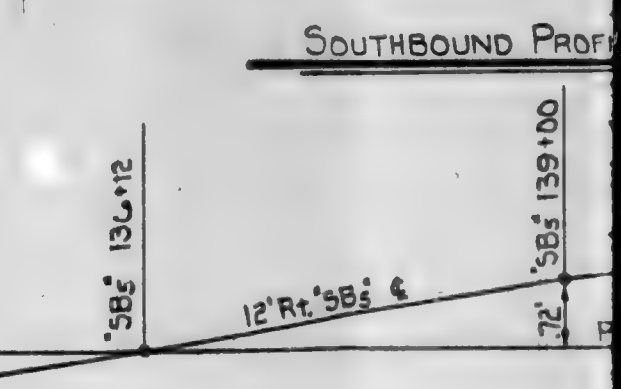
SHEET 1 OF 2
DRAWING NO. 36217



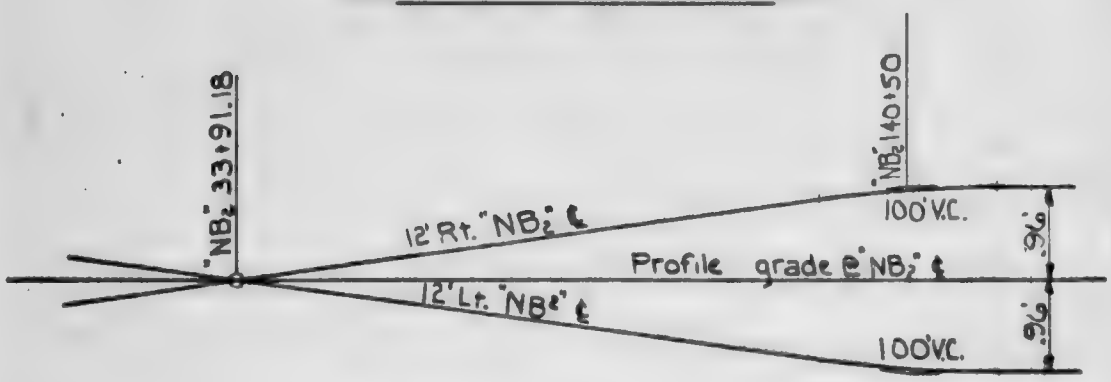
SHOOFLY - PLAN



NORTHBOUND PROFILE

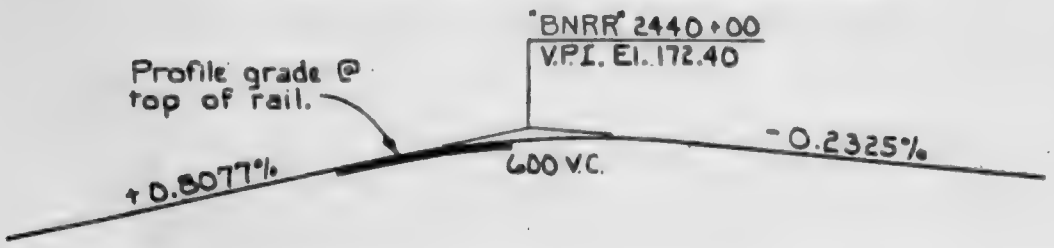


SOUTHBOUND PROFI

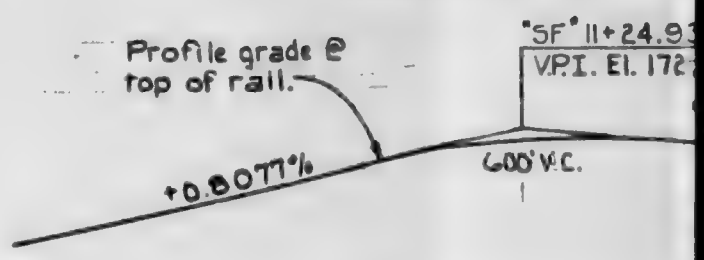


"NB2" SUPERELEVATION DIAGRAM

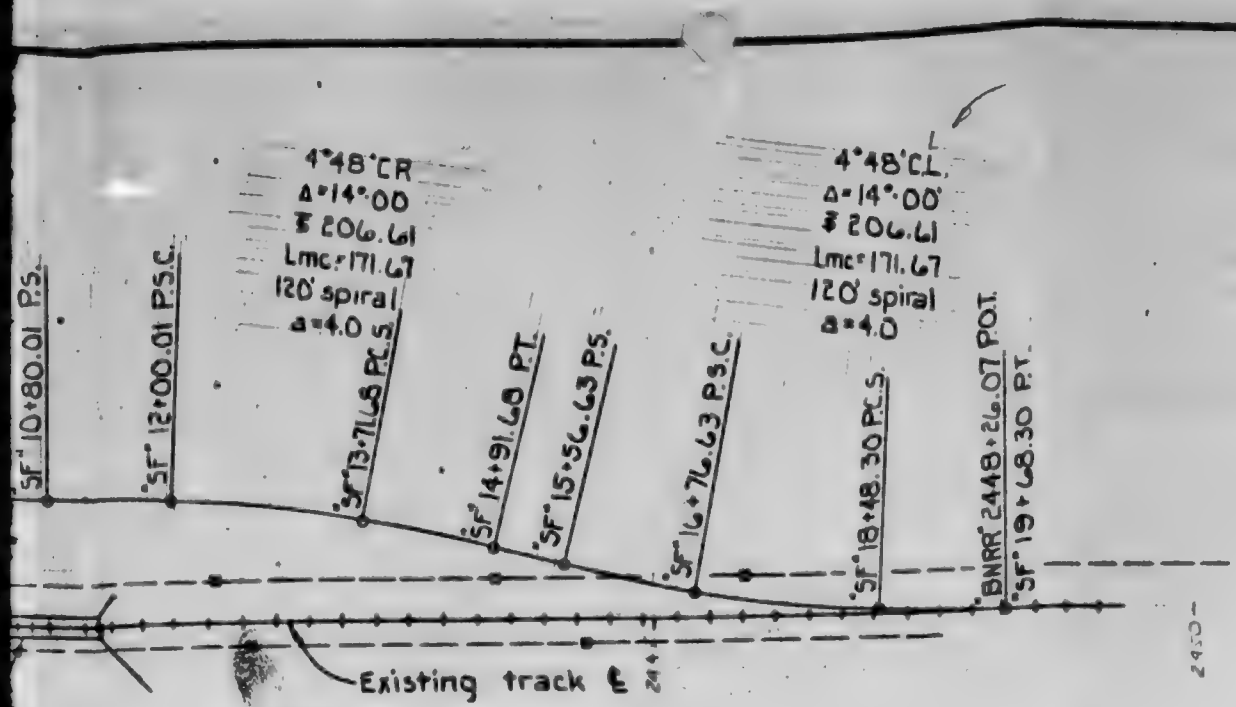
"SB5" SUPERELEVATION



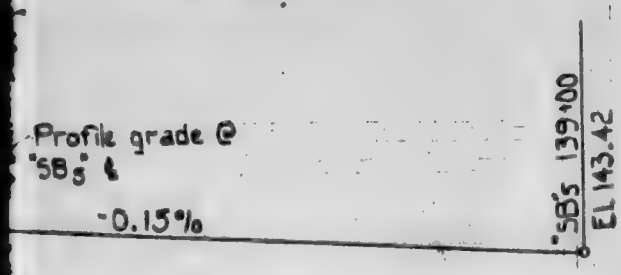
"BNRR" PROFILE GRADE



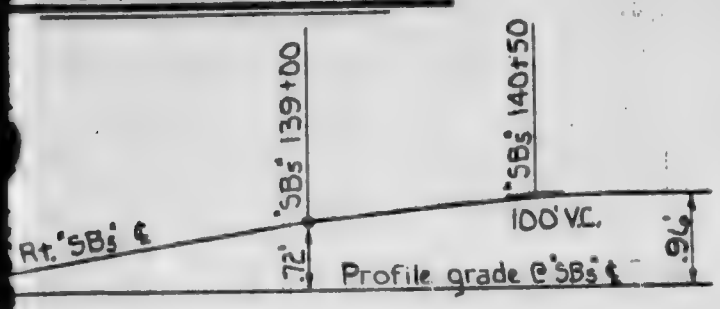
RAILROAD SHOOFLY



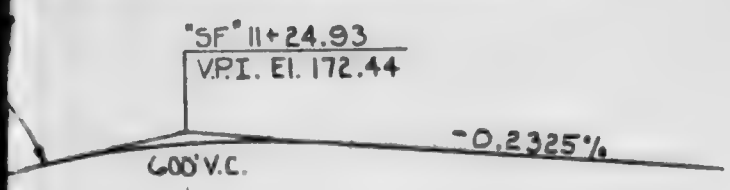
Y – Plan



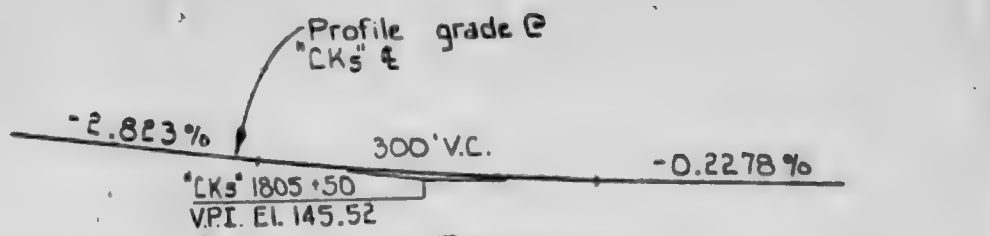
Southbound Profile



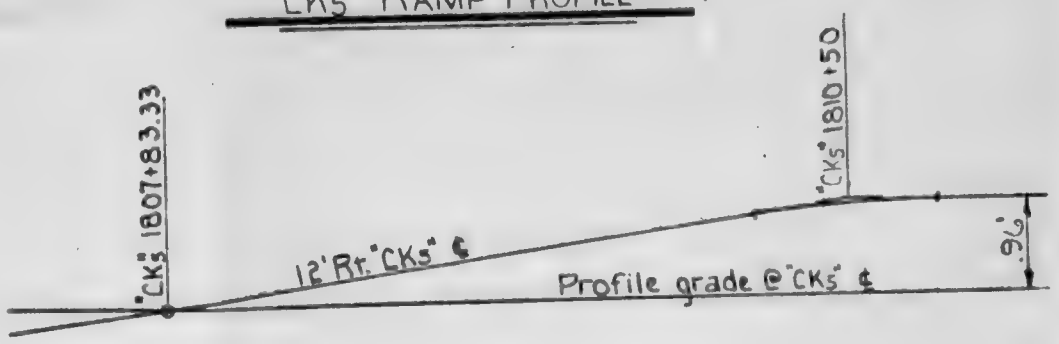
"SBs" Superelevation Diagram



Railroad Shoofly



"CKs" Ramp Profile

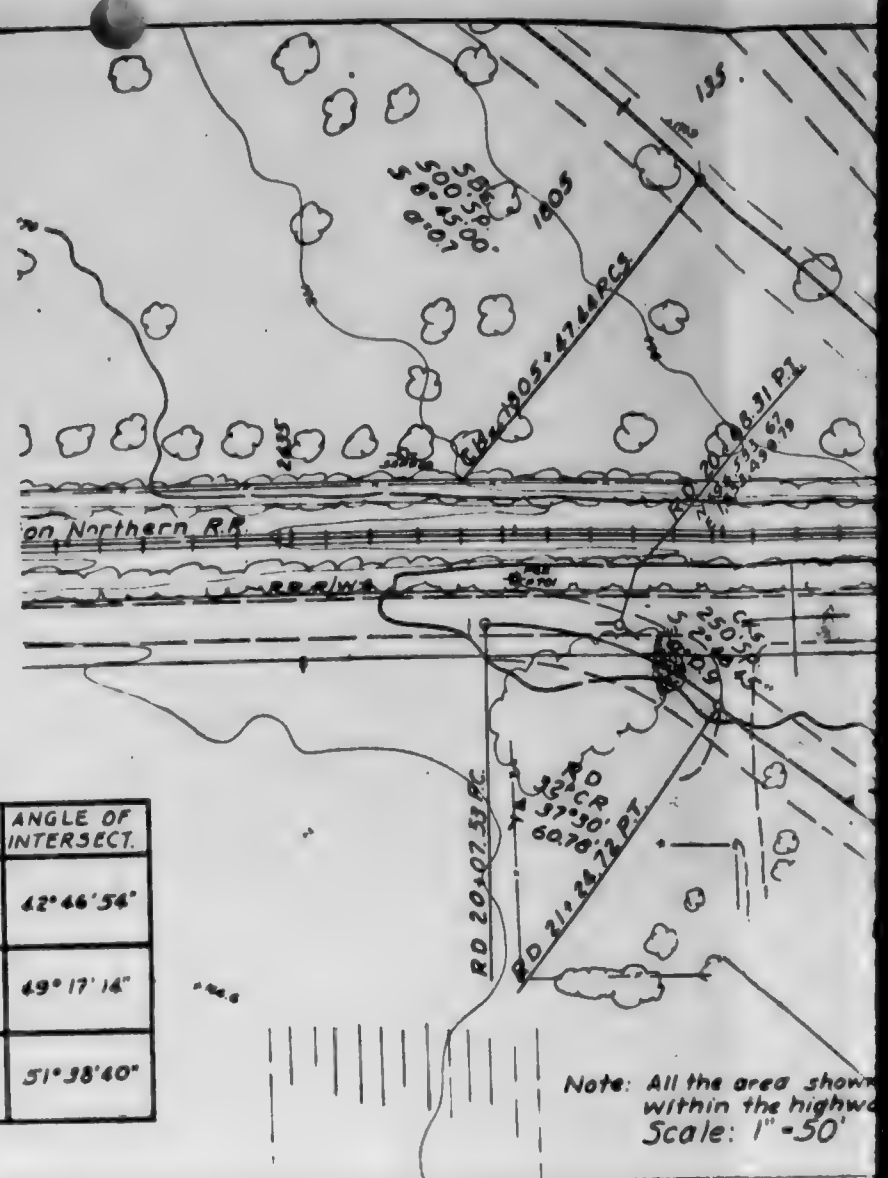


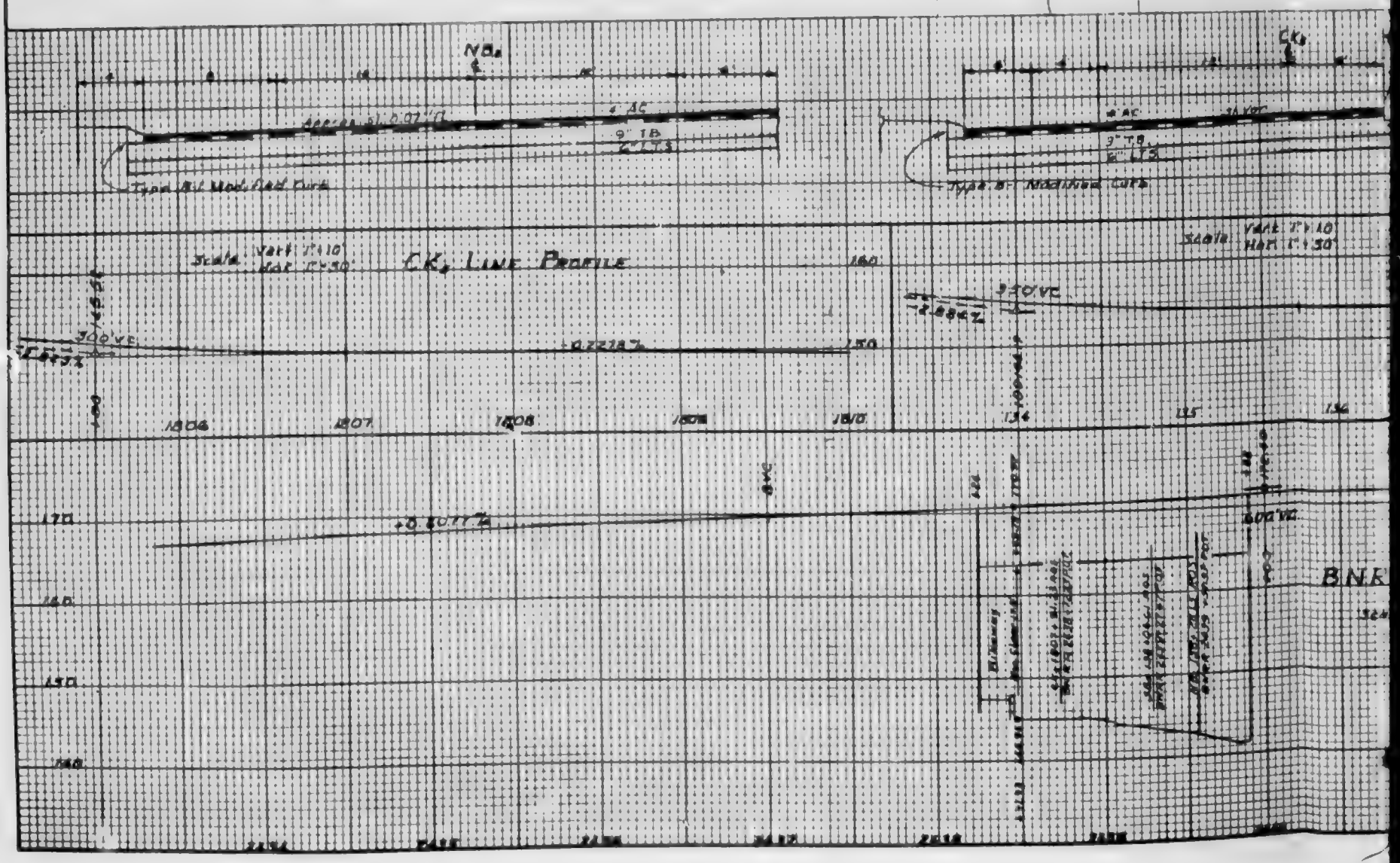
"CKs" Superelevation Diagram

APPROVED: P.E. STRUCTURAL DESIGN ENGINEER	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
DESIGNED R.L. Malcom DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK	O.E.R.R. U'XING (B.N.RR.)
DATE / REVISION	SHOOFLY PLAN & GRADELINES
DATE August 1981 BRIDGE NO. 16096	SHEET 2 OF 2 DRAWING NO. 36218

PLAN
Scale: 1" = 400'

INTERSEC POINTS	STATIONS OF INTERSECT.	BEARINGS	ANGLE OF INTERSECT.
A	CK$_\ell$ 1807+91.23 P.O.S. = BNRR 2438+72.23 P.O.T.	S.44° 14'24"W. S.01° 27'30"W.	42°46'54"
B	SB$_\ell$ 138+06.61 P.O.S. = BNRR 2439+27.47 P.O.T.	S.50°44'44"W. S.01° 27'30"W.	49° 17' 14"
C	NB$_\ell$ 138+28.15 P.O.S. = BNRR 2439+57.37 P.O.T.	S.53°06'10"W. S.01° 27'30"W.	51°38'40"





T.6 S., R.3 W., W.M. SEC.36
Contour Interval - 2'

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
10	OREGON			See Index	

SB₂ 136+79.05 P.T.
SB₂ 137+00.49 P.C.
3.5° 04'00" W.
CK₂ 1807+91.23 POS.
BNRR 2438+72.23 POT.
SB₂ 138+06.61 POS.
BNRR 2439+27.47 PDOR
NB₂ 138+28.15 POS.
BNRR 2439+57.37 POT.
R.R. R/W
51° 27' 30" W
1,953,500
Co Rd R/W
Ridge
CK₂ 1807+91.44 PT
44° 44' 30" W
NB₂ 140+62.70 PSC
SB₂ 140+85.54
N 57° 22' 55" E
0.04 ac
SB₂ 141+96.34 PSC
NB₂ 141+96.34 POC - 18' Rt.
T.6 S., R.3 W., W.M. SEC.36
T.7 S., R.3 W., W.M. SEC.1
Barrett Road
S. 38° 57' 30" W.
All the area shown is within the highway R/W
Scale: 1" = 50'

CK₂
Bikeway
5' Conc. Sidewalk
Barrier

NB₂ LINE PROFILE
Scale: Vert. 1" = 10'
Hor. 1" = 50'
-0.4095%

SB₂ LINE PROFILE
Vert. 1" = 10'
Hor. 1" = 50'
+0.15%
-0.2325%

SB₂
Type B-1 Modified C.G.B.D.
4" AC
6" T.B.
6" C.R.S.

BNRR
1" Crushed Rock 6" Th.

BNRR LINE PROFILE
Scale: Vert. 1" = 10'
Hor. 1" = 50'

OREGON
STATE HIGHWAY DIVISION
VICINITY MAP AND PROFILE
BNRR OVERCROSSING OF SALEM PARKWAY
CHEMAWA - PINE ST. SECTION
SALEM PARKWAY
MARION COUNTY
Br. No. 18095 Drg. No. 36211
Revised 6-3-81 RLP

9491 8-31-81 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-1525(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 80236

2A. COUNTY NAME: Marion

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/31/81

8. FEDERAL ROUTE NUMBER: FAU 1525

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Chemawa Road - Hickory Street Section (Salem)

11. GENERAL DESCRIPTION OF WORK

PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

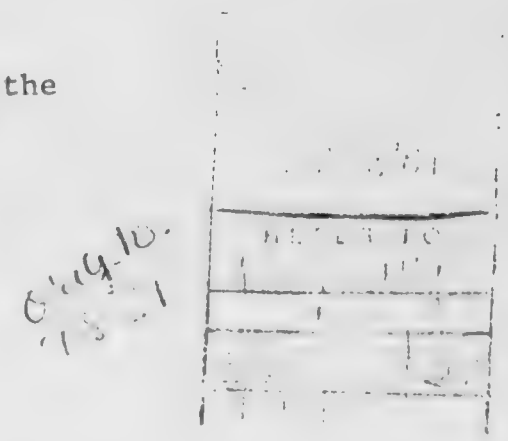
- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $113,000 - F.F. $96,050
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 7/14/81.

Record of decision issued 8/31/81.

(Funds for the above authorization are within the obligated amount for preliminary engineering)



14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/31/81	E. K. Swan	for Division Administrator

FORM PR-1240 (Rev.) PREVIOUS EDITIONS MAY BE USED

9491

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Trygstad
Railroad & Utilities Engineer

DATE: August 28, 1981 DES 23
16096

FROM: ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Assistant Bridge Engineer

SUBJECT: Preliminary Plans
OERR Undercrossing (BNRR)
BR 16096
Salem Parkway
Marion County

Attached are nine prints each of Drawings 36217, 36218 and 36141 which are the preliminary plans and vicinity map for the subject structure. The proposed post-tensioned two-span box girder bridge will carry the railroad across Salem Parkway. Railroad traffic will be rerouted onto a shoofly during construction. We propose to use elastomeric pot bearings similar to those manufactured by Spencer Dynamics Corporation (formerly Andre Dixon Spencer) to support the structure if the railroad concurs.

Bonneville Power Administration and Portland General Electric each have power lines along the railroad tracks that will require relocation before work on the structure can begin. Temporarily relocating both power lines along the shoofly would appear to be a feasible solution. After the structure is completed, the power lines could be returned to the original alignment with some shift in pole location. Please forward one copy of each drawing to each of the power companies to assist them in developing a relocation plan. The relocation work should be completed as early as possible to avoid delaying the contract.

Four copies of the drawings are for forwarding to the railroad for their approval and/or comments regarding structural type, bearing type shoofly plan, and clearances. We would appreciate an early response from the railroad as we are proceeding with the design so that we may meet an early contracting deadline.

RLM:jrb

Attachments

cc: E. S. Hunter
C. O. Fredrickson
J. H. Versteeg

RECEIVED
TECHNICAL SERVICES
AUG 28 '81
REFER TO
FOR
Info | Instruct | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1387

SP*75683-12

9491

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

August 28, 1981

PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 80236
Project No. IX-1525(2)
Chemawa Rd.-Hickory St. (Salem) Section
Marion County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 9B-7-13 for the subject project.

I request the following:

Authorization to proceed with the actual acquisition of right of way all phases for files 46932, 47673, 52189 thru 52192, 52194 and 52195 at an estimated total cost of $165,000 with an obligation of $140,250 in federal funds. The parcels to be acquired are as outlined in red on right of way map 9B-7-13 and do not involve relocation assistance.

Further requests for authorization of additional parcels will be submitted upon receipt of revised maps and a relocation plan where required.

This request is based on the March 24, 1978 letter to you from the Governor of Oregon.

This project is expected to be funded from the supplemental allocation of FY '81 Interstate Substitution funds.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Attachments

cc: C.O. Fredrickson
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

9491

Valach L

Memorandum

U.S Department of Transportation
Federal Highway Administration

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-1525(1)
Salem Parkway
Claggett Creek Wetland

Date: August 11, 1981

From: Division Administrator

Reply to Attn. of: HPD-OR

NOTED
H. S. COULTER

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

In response to Mr. Hunter's August 7 letter, we concur this tightly scheduled project should proceed with bridges at Claggett Creek as set forth in the approved final environmental statement.

Initial Signed By
E. J. VALACH
Problem Development
Engineer

Dale E. Wilken

RECEIVED
STATE HWY ENGR
AUG 27 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Copies to
Bridge
Admin.
Environment

GENERAL FILES

CON 21-2
I-305
Sp

VICTOR ATIYEH

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 7, 1981

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RECEIVED
STATE HWY ENGR
AUG 10 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dear Mr. Wilken:

Claggett Creek Wetland
Salem Parkway
City of Salem
Marion County

The hydraulic design study for Claggett Creek has been completed and a cost comparison made of culverts vs. bridges. Twin 13½-foot structural plate pipes are estimated at $310,000 and bridges at $470,000.

We believe that there are potential benefits to the public by use of bridges as originally proposed in the design of I-305 and as indicated in the Final Environmental Impact Statement for the Parkway.

The April 1971 study of the lineal park along the I-305 corridor entitled "Parks, Trails, Bikepaths and the I-305 Freeway" indicated a pedestrian and bicycle crossing under the freeway and frontage road at this point for future extension of the Claggett Creek "loop trail" system and its connection to the bikeway along the freeway. The current "Salem Area Bicycle Plan," August 1980, shows such a route downstream along Claggett Creek from the Parkway corridor to River Road. While no route upstream of the Parkway is shown at this time the use of a bridge would allow the flexibility to make such an extension in the future. No provision has been made for such a facility in the current structure design. Future work to provide it should be minor.

Both the bridges and the culverts would impact the existing wetlands within the right-of-way. The bridges would minimize this and allow the area to better return to a natural state. Bridges were requested by the Oregon Department of Fish and Wildlife in the FEIS.

Both the bridges and the culverts are designed to handle the projected peak flows. The bridge would provide a slightly better hydraulic picture and the flexibility to meet changed future conditions.

A change to culverts from the bridges spelled out in the wetlands portion of the FEIS will presumeably require development of a new "wetlands" finding and submittal through channels for approval and distribution. What reactions, delays, costs, etc., that this might involve and the possible overall cost of the change is an unknown.

In view of the above, we request your concurrence in the use of bridges.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ADO:ge

bc H. S. Coulter
J. H. Versteeg
Walter Hart
Frank Terpin
Gary Potter
C. O. Fredrickson

Salem

9491

ROAD DESIGN SECTION 373-6558

J. B. Boyd, Manager
Right of Way Section

August 7, 1981

J. H. Versteeg
Road Design Engineer

Files 52189 through 52195
Chemawa Road-Hickory Street Section
Salem Parkway
Marion County

Attached are descriptions (7 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal fourth quarter of 1982.

By:

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

9491

Salem Parkway

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: F I L E S

DATE: August 5, 1981

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: Claggett Creek
Chemawa Road-Hickory Street Section
Salem Expressway
Marion County

The proposed project will construct an expressway from the Chemawa Road crossing of I-5 to the Hickory Street crossing of the Liberty-Commercial Street couplet. This new alignment will cross Claggett Creek.

HYDROLOGY

Claggett Creek is an east-west tributary of the Willamette River and drains a 7.5 square mile urban area at the proposed crossing. Since no stream gage data is available for Claggett Creek, the recurrence interval vs. peak discharge relationship listed below was obtained from a previous study (Lawless Avenue) done by Steve Macnab. This study used the rational method to determine the frequency curve.

Recurrence Interval	Peak Discharge
500-year	1,190 cfs
100-year	970 cfs
50-year	890 cfs
25-year	800 cfs
10-year	670 cfs
5-year	575 cfs

Immediately upstream of the Oregon Electric Railroad there is a gravel pit which currently has a surface area of about 20 acres. Eventually this gravel pit will be expanded to a surface area of approximately 50 acres. When the gravel mining operation is completed, it is planned to convert the gravel pit into a detention basin with a potential storage volume of 150-200 acre feet. With this amount of available storage, the downstream flood peaks could be significantly reduced. It will probably be several years before this detention system is fully developed.

HYDRAULIC DESIGN

Since there is not much difference between the 50-year and 100-year floods (80 cfs), it was decided to design this crossing for the 100-year flood.

Contains Recycled Materials
81-125-1387

The criteria used in the 100-year design was that the structure should not create backwater to the extent that it would flood the building on the southerly bank immediately upstream of the proposed crossing. The floor elevation of the building is 133.5 feet. Under present conditions, the estimated 100-year flood elevation at the proposed crossing is 132.3 feet with the 500-flood elevation estimated to be 133.0 feet.

Table 1 summarizes the backwater created and highwater elevation for each of the alternates analyzed. The roadway overtopping frequency for both the frontage road ("V" line) and parkway ("PD" line) is greater than 500 years. Since the "V" line is upstream of the "PD" line and has a finish gradline several feet higher than the "PD" line, it acts as a dike and prevents the "PD" line from being overtopped during the 500-year event. The low point in the "PD" line is elevation 134± feet with the low point in the "V" line at elevation 141± feet.

For the bridge alternate the suggested channel section (15-foot bottom with 1½:1 side slopes) should be maintained between the "V" line and "PD" line structures. This channel section between structures should also be diked to elevation 135 feet to eliminate the backwater effect from the "PD" line structure. To eliminate the "double" backwater effect for the remaining alternates, a continuous structure should run under both the "V" and "PD" lines. Any channel widening required for the multiplate alternates should be done on the southerly side of the channel due to a slightly adverse outlet condition caused by the meander of the channel. It was assumed that the multiplate alternates would have mitered ends.

RIPRAP

No riprap protection will be required for the box culvert alternate. For the bridge alternate it is suggested that the channel slopes be protected with a 12-inch blanket of Class 50 loose riprap placed with a toe trench. For the multiplate alternates it is suggested that the embankment slopes be protected for a distance of 10 feet either side of the pipes with Class 50 loose riprap. The riprap protection will require no filter blanket.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Gary Potter "
Lyle Watson "
Don Harwell "
C. O. Fredrickson "
Herb Schell, FHWA "

TABLE 1

STRUCTURE TYPE	100-YEAR FLOOD		500-YEAR FLOOD	
	BACKWATER	H.W. ELEVATION	BACKWATER	H.W. ELEVATION
Bridge which provides channel section with 15-foot bottom and 1½:1 side slopes	0.2	132.7	0.3	133.6
Double 13'-6" dia. structural plate CMP	0.7	133.2	1.2	134.5
Double 14'-5" x 10"-0" structural plate pipe-arch	0.6	133.1	0.8	134.1
Double 10' x 8' RCBC	0.6	133.1	1.0	134.3

All of the above highwater elevations include the backwater created by the structure.

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	970		1,190	
Frequency — yrs.	100	100	500	
H.W. Elevation ft. / Natural Channel m.	132.5		133.3	
H.W. Elevation ft. / Channel Change m.	—		—	
Average Velocity fps / mps	4.2±		4.5±	
Headwater Elevation ft. / m.	132.7		133.6	
Tailwater Elevation ft. / m.	132.2		133.0	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Bridge alternate

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Claggett Creek
Chemawa Road-Hickory Street Section
Salem Expressway
Marion County

COMPILED BY:	DATE:
Dave Bryson	August 3, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	970		1,190	
Frequency — yrs.	100	100	500	
H.W. Elevation ft. / Natural Channel m.	132.5		133.3	
H.W. Elevation ft. / Channel Change m.	—		—	
Average Velocity fps / mps	4.9±		5.1±	
Headwater Elevation ft. / m.	133.2		134.5	
Tailwater Elevation ft. / m.	132.2		133.0	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 13'-6" diameter structural plate CMP

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Claggett Creek
Chemawa Road-Hickory Street Section
Salem Expressway
Marion County

COMPILED BY: Dave Bryson

DATE: August 3, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	970		1,190	
Frequency — yrs.	100	100	500	
H.W. Elevation ft. / Natural Channel m.	132.5		133.3	
H.W. Elevation ft. / Channel Change m.	—		—	
Average Velocity fps / mps	4.6±		5.3±	
Headwater Elevation ft. / m.	133.1		134.1	
Tailwater Elevation ft. / m.	132.2		133.0	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 14'-5" x 10'-0" structural plate pipe-arch

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Claggett Creek
Chemawa Road-Hickory Street Section
Salem Expressway
Marion County

COMPILED BY: Dave Bryson

DATE: August 3, 1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	MAXIMUM EXPECTED FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	970		1,190	
Frequency — yrs.	100	100	500	
H.W. Elevation ft. / Natural Channel m.	132.5		133.3	
H.W. Elevation ft. / Channel Change m.	—		—	
Average Velocity fps / mps	6.1±		7.4±	
Headwater Elevation ft. / m.	133.1		134.3	
Tailwater Elevation ft. / m.	132.2		133.0	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Double 10' x 8' RCBC

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Claggett Creek
Chemawa Road-Hickory Street Section
Salem Expressway
Marion County

COMPILED BY: Dave Bryson

DATE: August 3, 1981

-1441

ROW

L

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson, Region 2
Right of Way Supervisor

DATE: July 14, 1981

FROM: J. B. Boyd
Right of Way Manager

SUBJECT: Acquisition Procedures
Salem Parkway

I have discussed the problem of acquisition on the Salem Parkway with Mr. E. S. Hunter. The following should be our methods of operation:

1. The small triangular parcel just southwesterly of Brooks Street. We should immediately appraise this with a staff appraiser. Be ready for the initiation of negotiations as soon as the final Environmental Impact Statement is signed.

2. Remaining parcels. We should immediately prepare a service agreement with Marion County outlining our responsibilities in the acquisition of those parcels outside of the City limits. We should prepare a good recon estimate as rapidly as information is available. Be prepared to submit a request for authorization to the Federal Highway Administration for right-of-way acquisition immediately upon receipt of the approved final EIS. The one relocation on Verda Lane is obviously going to be a difficult one and it should be our highest priority as we approach this problem. A relocation plan should be prepared and ready for the request for right-of-way acquisition authorization.

This job is slowly coming together. The preliminary work should all be accomplished except for the one parcel and it should be appraised and ready for purchase at the time of the final EIS approval.

E. S. HUNTER

JBB:jh

cc: E. S. Hunter
Adrian Olson

RECEIVED
TECHNICAL SERVICES
JUL 15 '81
REFER TO
FOR
Info | Invest | H/D | O/R | Sign | Act | File

71141

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

July 14, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Preliminary Engineering (Phase 2)
Marion County

I request authorization, after statuatory requirements have been fulfilled for the Final Environmental Impact Statement entitled "Salem Parkway and Corollary Projects", to proceed with the portion of preliminary engineering, including as applicable, utility and railroad preparatory work, necessary to obtain PS&E approval with no additional obligation of Federal funds for the following:

Project No.	Section
I-5-5 (72) 260 IX-1525 (1)	Chemawa Interchange Chemawa Road-Hickory St. (Salem)

JLG/lms

cc: Gary Zehner
General Files

Form 734-3122

July 13, 1981

Michael McFetridge
4290 Verde Lane N.E.
Salem, OR 97303

Dear Mr. McFetridge:

Your letter of April 26, 1981, to Senator Mark Hatfield was recently brought to my attention. In your letter, several statements were made concerning the impact of the Salem Parkway, particularly the option called the "Railroad West" alternative.

As you probably know by now, the Railroad West alternative was selected for construction by the Marion County Board of Commissioners and the Salem City Council, following public meetings and workshops, and a formal public hearing that was held on May 4, 1981. A final environmental impact statement is now being prepared for the selected alternative. While the impact statement will address the points you raised, I will take this opportunity to respond to your concerns in the same order as listed in your letter.

1. The sight and noise of a busy highway will be an obvious change; however, the facility has long been included in local government land use and transportation planning. The visual and noise aspects will be reduced by barriers and earth berms, where appropriate.

2. Visual relief is being provided for by the installation of earth berms in the vicinity of the Kennedy Elementary School.

3. The paving of valuable farmland would be of serious concern if the proposed project were located outside the Salem Urban Growth Boundary. However, it is not, and the planned future use of the land in the project vicinity is for urban uses, such as residential, commercial or industrial.

   The Marion County Board of Commissioners, in approving the project, acknowledged their awareness of the development and growth pressure the opening of the interchange may bring on the Urban Growth Boundary, and acknowledged public

testimony given in support of maintaining the present boundary.

I might add that future land development will be guided by the Salem Area Comprehensive Land Use Plan, which does provide for development around the interchange. Any changes in land use now designated in the plan would require public hearings, amendments to the comprehensive plan, and approval of the Marion County Commissioners and Salem City Council, and acknowledgement by the Oregon Land Conservation and Development Commission. This process should assure that any changes are in compliance with local and state land use policies and regulations.

4. The Northgate alternative for the Salem Parkway would cost less in dollars to construct than the Railroad West alternative, but it has other problems that were thought to be serious enough to dismiss it from further consideration. First of all, the Northgate alternative uses Portland Road (Highway 99E) from the Hayesville Interchange with I-5, south to Northgate Avenue, where it would then depart from Portland Road in a westerly direction. Portland Road has already nearly reached its limit in traffic carrying capacity. The Northgate alternative would only make this situation worse because traffic coming from the north and west would still be required to use Portland Road.

   The Railroad West alternative provides a new route, which removes through traffic from the portion of Portland Road used by the Northgate alignment, and consequently provides additional traffic capacity. In addition, the Railroad West alternative better serves a rapidly developing industrial area in north Salem.

I hope this adds some perspective to the matter. The decision is a local one, and has been reached only after lengthy discussions and considerations of all the impacts of such a transportation facility.

I will see that you are mailed a copy of the final environmental impact statement when it is complete. It will more fully address the points you raise in your letter.

Sincerely,

E. S. H

H. S. Coulter
State Highway Engineer

cc: Senator Mark Hatfield

GAP:lb md

bcc F. B. Klaboe
E. S. Hunter
G. A. Potter
Alan Hershey
Ron Merry
Robert Hansen (Marion County Director of Public Works)

MAY 6 1981

4290 Verda Ln. NE
Salem, OR 97303
April 26, 1981

Hon. Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

I am writing with regard to the proposed Salem Parkway project. I don't know your own position on this project, but I know that a growing number of residents of North Salem and Keizer are becoming alarmed by what it means to our neighborhoods and our city. We are opposed especially to the so-called "railroad west" option for several reasons:

1) It will disrupt the peace of neighborhoods, both because of the sight and noise of a busy highway.
2) It will pass very near both Kennedy Elementary School and the School for the Deaf, seriously compromising the quality of the learning environments at both schools.
3) It will cause the paving of valuable farmland and the threat of development of much more around the Chemawa Road interchange.
4) It will cost twice as much ($22 million) as the "Northgate alignment" option, which would accomplish essentially the same results with far less economic and environmental cost. The financial cost is especially important now, when federal funds are scarce and needed for other programs.

We know that you will have considerable influence over whether federal money will be available to this project, and we hope you will consider it critically.

I have enclosed some articles from the Statesman-Journal, if you have not already seen them.

Thank you, sir, for your time. Please let me know your position in this matter.

Sincerely,
Michael McTetridge

June 22, 1981

Marion County Board of Commissioners
Courthouse
Salem, OR 97301

Gentlemen:

Salem Parkway

I have referred your June 17 letter to Chuck Fredrickson, Region II Engineer, who will begin preparation of the necessary agreements to cover construction, finance, and right-of-way acquisition.

Early preparation of these agreements will put us in a position to proceed with the right-of-way acquisition and advertising of the contract Claxter to Cherry Avenue immediately following Federal Highway Administration approval of the final environmental impact statement.

Mr. Fredrickson will be submitting drafts of the necessary agreements for your review within the next month or so.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja

bc/enc. C. O. Fredrickson - Please begin preparation of the necessary agreements.
J. H. Versteeg
Gary Potter
D. H. Moehring
J. B. Boyd

MARION COUNTY
BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carsen, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Ken Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

June 17, 1981

Mr. Edward S. Hunter
Assistant State Highway Engineer
130 Transportation Building
Salem, Oregon 97310

RE: Salem Parkway (FAIX).

Dear Mr. Hunter:

Reference is made to your letter of June 3, 1981, to the City of Salem, which furnished estimates for first stage construction (Claxter Road to Cherry Avenue) of the Salem Parkway. Marion County concurs in acquisition of right-of-way and initiation of staged construction of the Parkway as soon as necessary approvals can be obtained and funds become available.

Review of data used in developing the draft EIS indicates that a parcel of property located in Marion County is probably (subject to design determination of exact limits) within the first stage construction area. The parcel in question is shown on attachment. County will be responsible for acquisition of a number of additional parcels of property for the remainder of the Parkway and selected corollaries.

No provision is made in County personnel staffing for acquisition of right-of-way, design, or construction supervision for Federal Aid projects. Therefore, Oregon State Highway Division is hereby formally requested to act as agent for Marion County in these capacities for the Salem Parkway and its selected corollary projects in the manner that will most effectively advance construction. It is understood that OSHD, in accordance with informal requests, is already taking all preparatory actions that can be taken within the limits of existing approvals.

NOTE:
F. S. HUNTER

6-22-81

Coordinate with Lois for review of necessary permits.

EJH

Contact with Dept of Highway

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The Board of Commissioners will execute appropriate implementing agreements upon request by Oregon State Highway Division. Please let us know as further action by Marion County is required.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

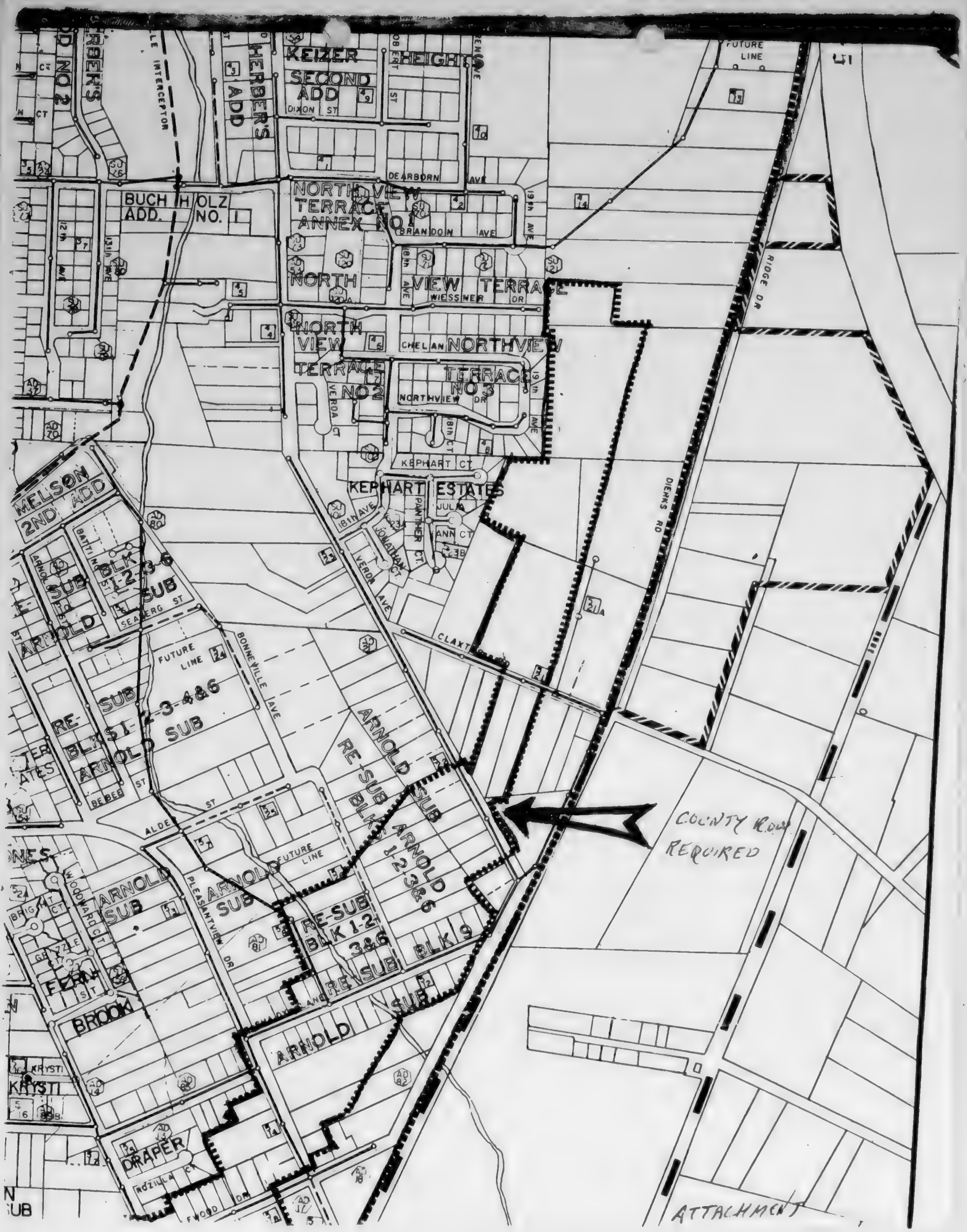
Gary Heer
Commissioner

Randall Franke
Commissioner

JJG:lk

cc: Phil Stearns
Ron Merry

Attachment


KEIZER HEIGHT
SECOND ADD
HERBER'S ADD
HERBER'S ADD NO 2
DIXON ST
DEARBORN AVE
NORTH VIEW TERRACE ANNEX NO 1
BRANDON AVE
BUCH H OLZ ADD. NO. 1
NORTH VIEW TERRACE
WIESSNER DR
CHELAN NORTHVIEW TERRACE NO 3
NORTHVIEW DR
NORTH VIEW TERRACE NO 2
VERDA CT
KEPHART CT
KEPHART ESTATES
JULIA ANN CT
PANTHER CT
JONATHAN CT
VERDA AVE
18th AVE
19th AVE
18th CT
MELSON 2ND ADD
ARNOLD SUB BLK 1-2-3-6
SEABERG ST
BATTING ST
ARNOLD SUB
BEBEE ST
FUTURE LINE
BONNEVILLE AVE
RE-SUB BLK 1-2-3-4&5 ARNOLD SUB
ALDER ST
RE-SUB BLK 1-2-3&6 ARNOLD SUB
BLK 9
PLEASANTVIEW DR
WOODWARD CT
BRIGHT CT
GERZZLE CT
FERN ST
BROOK
KRYSTI
DRAPER
RAZILLA CT
FWOOD DR
RIDGE DR
DIENKS RD
CLAXTON
COUNTY R.O.W. REQUIRED
ATTACHMENT

11131

MARION COUNTY

DEPARTMENT OF PUBLIC WORKS

300 SENATOR BLDG.
220 HIGH STREET NE
SALEM, OREGON 97301

Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

June 4, 1981

NOTE!
E. S. HUNTER

Mr. Ron Merry, Director
Department of Public Works
City Hall/555 Liberty St. S.E.
Salem, Oregon 97301

RE: PERT Schedule, Salem Parkway

Dear Ron:

Reference is made to your multiple-address memorandum of May 21, 1981, requesting comments on a draft schedule showing major activities and actions involved.

One copy of the draft schedule has been marked with suggested changes and is returned herewith to meet your deadline of June 5. However, it appears that additional State-County actions are required to reflect and implement informal OSHD agreement to accomplish certain critical project actions for Marion County. The nature of these actions is such that OSHD is the only agency in a position to fully identify and to schedule these actions. Inasmuch as extensive City, County and State interaction and coordination are required on a project of this kind, request was made to your office to arrange for further discussion of the PERT schedule during, or just following, the Interstate Transfer Steering Committee meeting on June 5, 1981.

Your PERT Schedule will be a very valuable tool in project management, with the value in direct proportion to the extent of identification of all critical project activities and of the agency responsible for each such activity. Your leadership in developing the project PERT Schedule is very much appreciated.

Very truly yours,

George T. Grove
Director of Public Works

John J. Green
Federal Aid Administrator

Attachment
JJG:lk
cc: Board of Commissioners
✓Ed Hunter
Chuck Fredrickson
Alan Hershey
Ralph Lambert

9491

Lot I 305

June 3, 1981

Mr. Russ Abolt
Assistant City Manager
City of Salem
City Hall
555 Liberty Street
Salem, OR 97301

Dear Russ,

This is to confirm our telephone conversation today concerning the Salem Parkway.

We have estimated that the section between Claxter Road and Cherry Avenue (a distance of 1.2 miles) can be contracted as the first stage of construction of the Parkway. We have developed the following estimate:

Grading and Drainage	$1.5 million
Structures	0.5 million
Total Construction	$2.0 million
Right-of-Way	$0.4 million
Total Cost	$2.4 million

As you know, neither right-of-way acquisition nor the construction work can begin until after the final environmental impact statement is approved by the Federal Highway Administration.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

ESH:ja g'

cc John Green - Marion County
Alan Hershey - COG
C. O. Fredrickson
Marlowe Krohn

94491

MARION COUNTY
BOARD OF COMMISSIONERS

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Ken Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

COURTHOUSE, SALEM, OREGON 97301

May 4, 1981

Mr. Alan Hershey
Mid-Willamette Valley Council
of Governments
Senator Building
Salem, OR 97301

5-6-81

Dear Alan:

This responds to your inquiry about time necessary for the County to perform its share of the work on the Salem Parkway Project. As we all know, the first step must be a decision by the cognizant government officials on alignment.

Since there is no way of predetermining the alternative to be selected, I can only assure you that Marion County in general and its Public Works Department in particular consider the Federal Aid Interstate Transfer Program an item of primary emphasis.

Once an alternative or alternatives are selected, in accordance with established practice and informal agreement with Ed Hunter; OSHD will accomplish those Parkway items such as real estate acquisition that would normally be the responsibility of Marion County.

As we have in the past, Marion County expects to give full cooperation and to perform all its required actions on a schedule which will avoid any delay of other activities and agencies.

Sincerely yours,

Harry Carson, Jr.
Chairman

HC:emk

cc: Fred Klaboe
✔ Ed Hunter
Ron Merry
Ralph Hanley
George Grove

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May 4, 1981

CON 21-2

Mr. Alan Hershey, Director
Mid-Willamette Valley Council
of Governments
300 Senator Building
220 High Street
Salem, OR 97301

Dear Alan:

Salem Parkway

In response to your recent inquiry to Scott Coulter, I am aware of and have reviewed the schedules and time frames necessary to get this project to contract. If each governmental entity or agency involved will expedite its portion of the project process and, assuming no delays or bottlenecks develop to impact the program, then formal FHWA approval could be obtained by late September this year. This would permit proceeding with the final design work and right-of-way acquisition. These activities will require, at best, eight to ten months, which could then permit contract award by mid-1982.

These are optimistic schedules, but we are all committed to work closely with everyone involved toward getting this improvement under contract at the earliest date.

Sincerely,

F. B. Klaboe
Director

cc City of Salem
Marion County
H. S. Coulter

bc E. S. Hunter
C. O. Fredrickson

HSC:lb fn

94.91

CITY OF SALEM, OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
CITY MANAGER'S OFFICE
Telephone (503) 588-6254

May 1, 1981

Mr. Alan Hershey
Mid-Willamette Valley Council
of Governments
Senator Building
Salem, OR 97301

E. S. HUNTER

cc Bill Hunter, Boyd Hart 5-6-81

Dear Alan:

I am responding to your inquiry about time necessary for the City to perform its share of the work on the Salem Parkway Project. As we all know, the first step must be a decision by the City Council and County Commission on alignment.

Since there is no way of predetermining the route to be selected, I can only stipulate that city staff has as its top priority, completion of its work by June of 1982. I wish to add that Ron Merry has been given the task of preparing a PERT chart wish critical paths identified to keep this project on schedule. This chart will be prepared in conjunction with the efforts of the Council of Governments, Marion County and the State Highway Division.

Sincerely,

R. W. Hanley

Ralph W. Hanley
City Manager

RWH:REA:tlc

cc: Fred Klaboe, Director of Transportation, State of Oregon
Ron Merry, Acting Director of Public Works
Harry Carson, Marion County Commissioner

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Sendee Hunter Jr. Engineer

RECEIVED STATE HWY ENGR
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FOR
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RECEIVED DOT DIRECTOR
MAY 4 '81
REFER TO Coulter
FOR
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MID WILLAMETTE VALLEY
COUNCIL of GOVERNMENTS

MEMORANDUM FOR RECORD

Date: April 7, 1981

From: John J. Green

Re: Salem Parkway Schedule (Federal Interstate Transfer Funds)

cc Freedrichsen
Cotter &
Vanstey
Boyd.
4-14-81

As a follow-up action to City-County agreement on raising the priority of modifying the Marion Street Bridge and improving the schedule for construction of the Parkway, Alan Hershey called a meeting on March 26, 1981, to discuss the Parkway schedule. OSHD, COG, City and County representatives were present.

Discussion covered proposed public hearing, right-of-way acquisition, and various scheduling problems. Ed Hunter, OSHD, emphasized that it is important that elected officials not make decisions on the project prior to the hearing in order to avoid an appearance of circumventing the established approval process.

COG representatives presented a tabulation of required real property (Attachment 1) showing that for the Parkway west route, Marion County would need to acquire 14 parcels from 12 owners, plus additional parcels for Verda Lane and Chemawa Road. Discussion brought out that City would not acquire this property (as previously planned), but that OSHD would act for Marion County in accordance with our usual practices.

OSHD also presented their best project schedules, both for normal time frame and for an expedited time assuming no major controversy results from the public hearing (Attachment 2). The OSHD considers that the most optimistic time for award of construction contract is July or August 1982, compared to a normal time of May or June 1983. Incremental construction can be planned to fit available funds, but EIS approval must be obtained in a complete package. OSHD also intends to complete final design on a project basis.

OSHD also distributed copies of a ARTBA newsletter (Attachment 3) showing proposed annual Interstate Transfer program levels of $200 million in 1982, increasing to 375 million in 1984 through 1986.

Separate information has been received that the estimate of the Hawthorne Avenue project increased from $1,440,000 to $3,240,000. This will affect the City's local match problem in some manner not yet determined.

In general, it appears that conferees agreed that there is little or no chance for construction contract award on or before June 1982, but OSHD appears to be committed to readying the project for construction as soon as possible and to award the contract (subject to funding) before the end of FY 83.

JJG:emk

cc: Board of Commissioners, w/ attachment
✓Alan Hershey

9491

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

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April 6, 1981

Ralph Hanley
City Manager
City of Salem
City Hall/555 Liberty Street S.E.
Salem, Oregon 97301

Dear Mr. Hanley:

Thank you for your letter of March 26, 1981, formalizing your commitment to completion of all actions prerequisite to placing the Salem Parkway under construction contract not later than June 1982.

Review of your letter indicates that further clarification of this matter is required. Our March 19th letter, in discussing City match funds, pointed out that the figures you furnished on March 13th included an error of about one million dollars, resulting from overlooking the fact that the City match fund requirement for the Marion Street Bridge is limited to $437,000. Marion County officials and staff are certainly aware that current estimates of Federal Aid Interstate Transfer projects costs are educated guesses at best. Notwithstanding same, the facts remain that officials at the highest levels are working to obtain a substantial increase in I-305 Transfer funding, and that, if Federal Interstate Transfer Funds are available for all projects likely to be ready for construction during Fiscal Year 1982 (including promised Salem Parkway), a substantial amount of additional City matching funds will be required.

Your comment on acquisition of right-of-way prior to the hearing on the Draft EIS, also indicates a misunderstanding of the County position. Our letter clearly stated that final decisions on the Salem Parkway cannot be made by the County Board of Commissioners until the public hearing is held. The County has no intent to circumvent procedures required by either State or Federal regulations. It is the intent of the Board of Commissioners to make no decision on the Parkway project until the Public Hearing has been held and all information presented has been fully evaluated.

However, it is absolutely essential that all concerned take every action possible, short of compromising the project, necessary to meet the expedited schedule agreed to in the March 13th meeting. It is Marion County's contention that, to meet said expedited schedule; all key actions be set-forth; the agency responsible for such action be identified; FHWA approvals (and other necessary approvals) of key actions be incrementally obtained; and most importantly, individuals responsible for key actions complete them with extraordinary diligence.

It is obvious that extraordinary effort and diligence by all concerned has gone into the Willamette Bridge projects. Marion County applauds that effort. The same sort of effort is essential to the Parkway if commitments made March 13, 1981, are going to be met.

Your letter is valuable in clarifying the problems of match funds and right-of-way acquisition. Marion County's concern is that all concerned approach those problems and all the other problems inherent in a project of this magnitude with an attitude of "looking for solutions" rather than "for problems".

Sincerely,

BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

GTG:JJG:lk

cc: Senator Mark Hatfield
Senator Bob Packwood
Representative Denny Smith
Senator L. B. Day
Mayor Kent Aldrich
✓Fred Klaboe
Ed Hunter
Alan Hershey
George Grove

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CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

CITY MANAGER'S OFFICE
Telephone (503) 588-6254

NOTED
H. S. COULTER

March 26, 1981

Marion County Board of Commissioners
County Courthouse
Salem, OR 97301

Gentlemen:

Mayor Aldrich has provided a copy of your letter summarizing most recent discussion on the use of I-305 transfer money. I wish to clarify two points that are confusing.

First, is the second paragraph of your March 19th letter saying, "When state matching funds on the Marion Street bridge project are included, the remaining funding data presented by the City of Salem on March 13, 1981 indicate the City matching funds now available will be adequate for the City's share of all projects through priority number 5?" Many months ago in discussing revised project estimates, City staff advised local match was sufficient in 1980 dollars only. This meant that inflation would have serious effect on the amount of local match to complete the Parkway. Further, in testimony before you on March 13th, I indicated a problem in local match for the Parkway that could approximate $1.5 million in 1981 dollars as an estimated shortfall.

Second, your recommendation to acquire right-of-way prior to hearing on the draft EIS is of concern. Without an agreed upon street alignment the City, acting as the right-of-way agent, is not in a position to employ powers of condemnation, and further, property acquired prior to final approval of the project must be 100% supported by local funds. Under normal procedures federal funding is not eligible until the project has been approved as to alignment. Such premature acquisition of right-of-way then would further aggravate our local match problem.

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DOT DIRECTOR
MAR 27 '81
Coulter

--AN EQUAL OPPORTUNITY EMPLOYER--

I appreciate the direction that will be taken by all of the jurisdictions in expediting project completion, but wanted to clarify any misconceptions as to how this commitment is to be implemented.

Sincerely,

R. W. Hanley

Ralph W. Hanley
City Manager

RWH:ee

cc: Mayor Kent Aldrich
Senator Mark Hatfield
Senator Bob Packwood
Representative Denny Smith
Senator L. B. Day
Fred Klaboe
Alan Hershey
George Groves

94191

ROUGH DRAFT FOR MR. KLABOE'S CONSIDERATION GENERAL FILES
April 9, 1981

Marion County
Board of Commissioners
Marion County Courthouse
Salem, OR 97301

Attn: Harry Carson, Jr.
Chairman

Dear Commissioner Carson:

Thank you for your letter of March 19 offering your support to keep the Salem Parkway Project on track. Attached is an optimistic schedule for each phase which will occur following the public hearing. It indicates both what we would consider to be normal time frames for the work involved and what might be accomplished if each governmental entity or agency involved will expedite their portion of the project process and assumes that no bottlenecks will develop.

Two points should be clarified, however. No funding will be available for either final design work or right-of-way acquisition until the final Environmental Impact Statement is approved. This document will establish the chosen alignment and will contain the results of the hearing. Right-of-way acquisition prior to that time would be contrary to FHWA regulations and would not be eligible for federal-aid participation. Final design work would fall into the same category for participation.

We will work closely with everyone involved to keep within the attached schedule and share your concern for the effect of inflation and the importance of time. Continued cooperation will do much to see that no unanticipated delays will disrupt the program as proposed.

Sincerely,

F. B. Klaboe
Director

Att.
cc H. S. Coulter
bc E. S. Hunter
C. O. Fredrickson

COF:rgb LWR:lb

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 6, 1981

FROM: C. O. Fredrickson
Region 2 Engineer

SUBJECT: Draft Reponse for Mr. Klaboe
In Response to March 19, 1981
Letter from Marion County

We are enclosing a draft response for Mr. Klaboe's consideration to a letter from Marion County relative to the completion of work on the Salem Parkway project. As mentioned in the letter, Mr. Hunter and I met with the City, County and MWVCOG to discuss the same information on April 2, 1981.

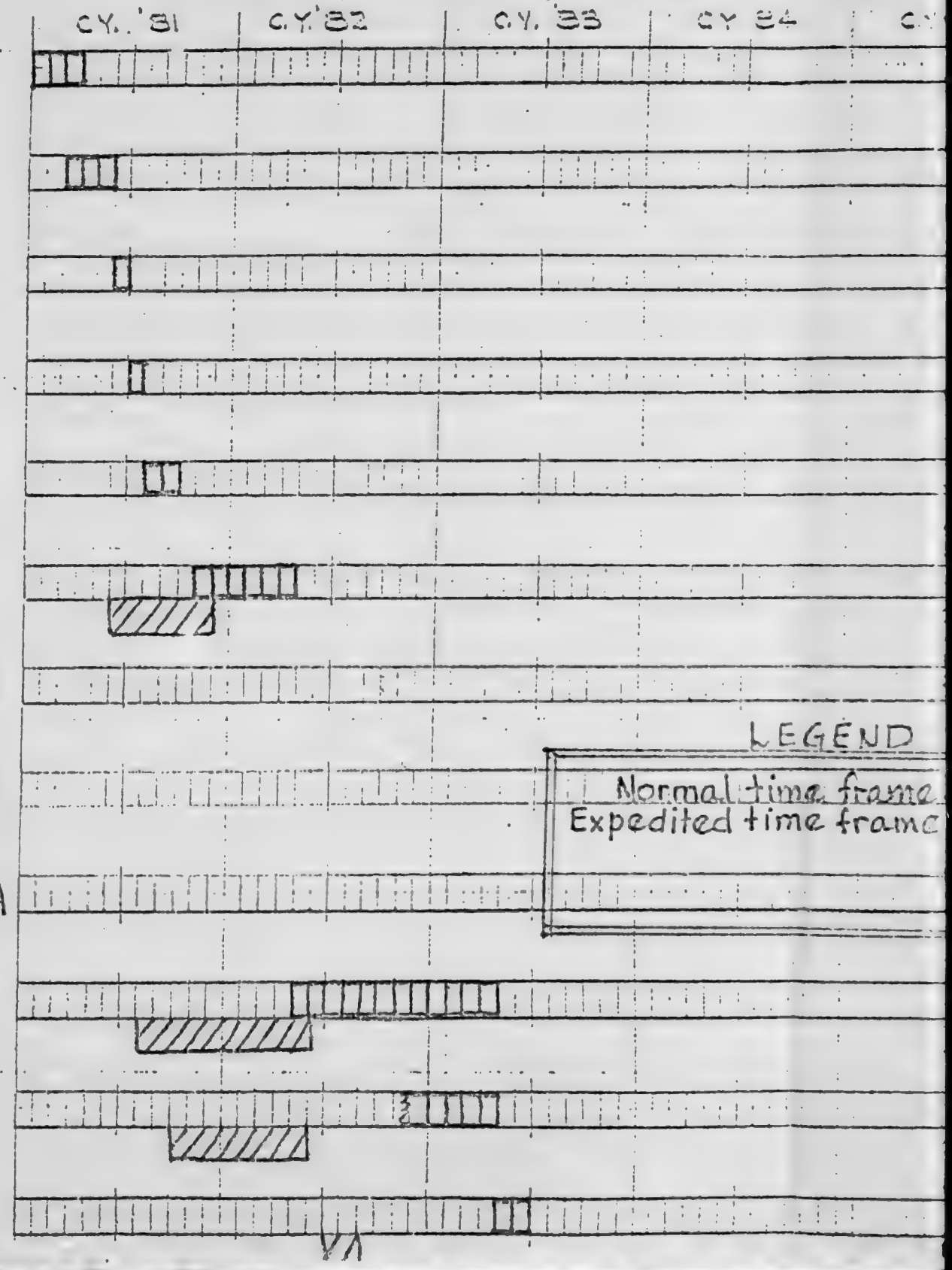
COF/dlm
Attachments

Project: Chemawa Rd.-Hickory St. Category I Work G.P. Str. Sn. etc.

Highway: Salem Parkway Funds FAI-X Cost 16 Million *

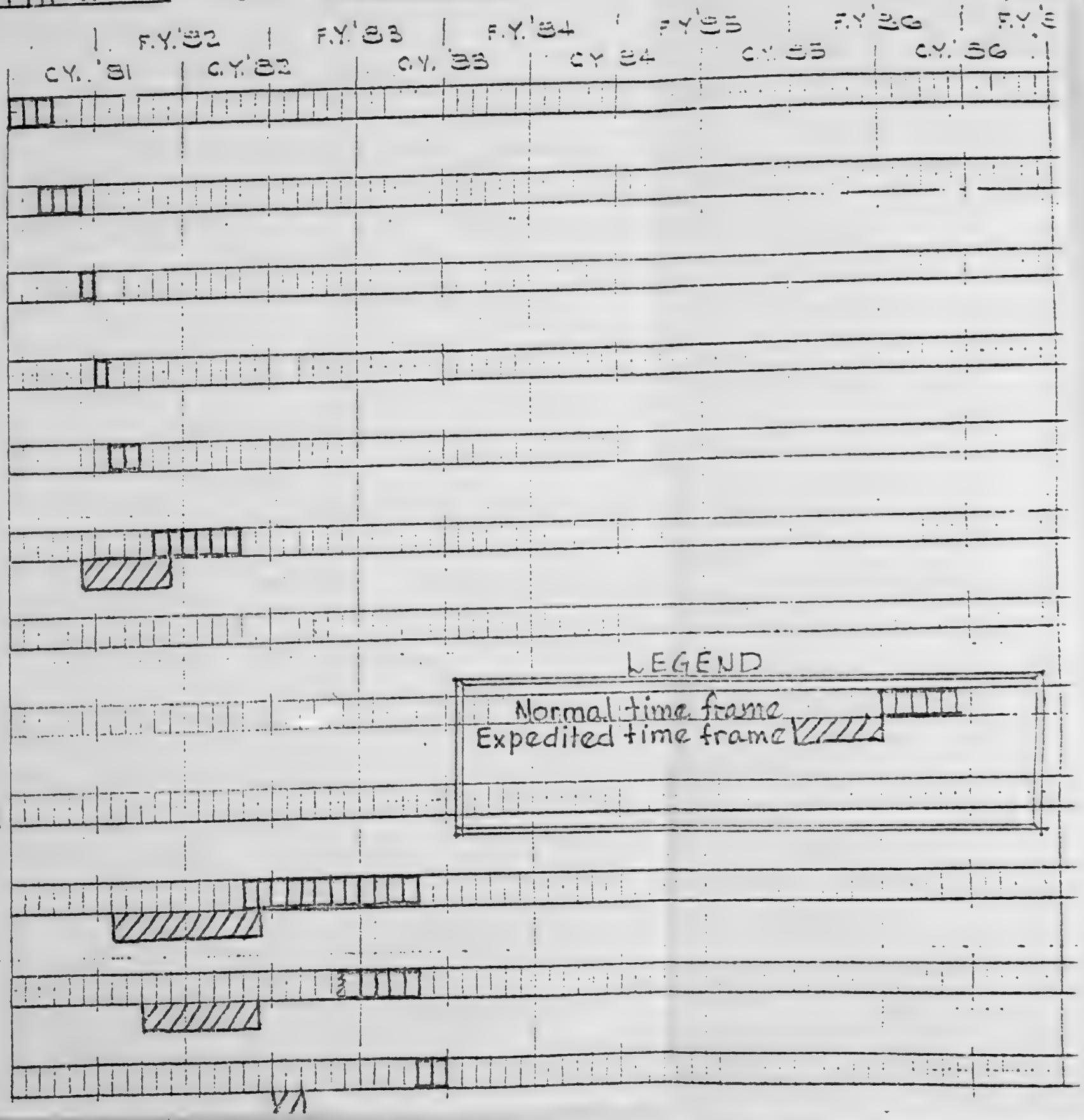
County: Marion

1.	Complete reconnaissance study report and draft environmental impact statement	
2.	Prepare exhibits, advertise, and hold corridor hearing	
3.	Analyze corridor hearing transcript and prepare hearing study report	
4.	Complete final environmental impact statement	
5.	Obtain approval for project from Transportation Commission and Federal Highway Administration	
6.	Complete field location survey	
7.	Prepare for design hearing	N/A
8.	Advertise and hold design hearing	N/A
9.	Analyze design hearing transcript, prepare design hearing report, and obtain design approval	N/A
10.	Complete final plans and specifications and complete right of way descriptions	BR. 12 MO.
11.	Negotiate and purchase right of way	
12.	Advertise and award contract	



a Rd.-Hickory St. Category I
Parkway Funds FAI-X
Work G.P. Str. Sn. etc.
Cost 16 Million *
*Does not include Chemawa Intch.

ance study report ental impact statement	
dvertise, and hold	
earing transcript study report	
ronmental impact	
project from Trans- on and Federal Highway Administration	
tion survey	
hearing	N/A
design hearing	N/A
ring transcript, ring report, and obtain design approval	N/A
ns and specifications f way descriptions	BR. 12 MO.
nase right of way	
d contract	



MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

March 20, 1981

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

The Honorable L.B. Day
Oregon State Senate
State Capitol Building
Salem, Oregon 97310

Dear Senator Day:

Your efforts in meeting with Fred Klaboe and Mayor Aldrich and obtaining an agreement to expedite work on the Salem Parkway are very much appreciated. Your action to expedite the environmental impact statement, completion of engineering, and purchase of right-of-way so that the project will qualify for construction funds by October 1, 1981, is a notable achievement. It is expected that this action will avoid more than two million dollars of cost inflation expected under the previous schedule, as well as benefiting City and County residents by much earlier use of the facility.

Thank you again for your efforts in the County's behalf, and for taking the time to personally appear at the special meeting of the Board of Commissioners on March 13, 1981, to report your success in this matter.

Sincerely,

BOARD OF COMMISSIONERS

Harry Carson Jr.
Chairman

Randall Franke
Commissioner

Commissioner

cc: The Honorable Mark Hatfield
The Honorable Bob Packwood
The Honorable Denny Smith
The Honorable Kent Aldrich
Fred Klaboe
Alan Hershey
George Grove

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MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

March 19, 1981

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

Mr. Fred Klaboe
Director, ODOT
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Senator L. B. Day appeared before a special meeting of the Marion County Board of Commissioners on March 13, 1981 and indicated that he had met with you and City of Salem officials to expedite procedures for completion of preliminary work on the Salem Parkway. Senator Day said that an expedited schedule allowing for completion of the preliminary work by October 1, 1981 had been agreed upon.

Also during the special meeting Ralph Hanley, City of Salem Manager, stated the environmental work, engineering, and right-of-way acquisition (not requiring condemnation) would also be completed by October 1. While condemnation actions may extend beyond the October 1 deadline, all contract awards for the Salem Parkway would be totally completed by June 1, 1982, subject to the availability of construction funds.

Marion County has been working to advance the schedule for Salem Parkway construction. Your actions described above certainly meet the County's objectives and will do much to avoid millions of dollars loss by inflation and to enhance the Salem Metropolitan Area Transportation System. These actions constitute an exceptional service to the citizens of Salem and Marion County and are very much appreciated.

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Fred Klaboe
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Considering the extent of compression of the project schedule, it is possible that your further intervention will be needed to maintain the new schedule. Please let us know if there is any occasion for Marion County to support your actions to maintain the new schedule.

Sincerely,

BOARD OF COMMISSIONERS

Harry Ackerman Jr.
Chairman

Randall Franke
Commissioner

Commissioner

cc:
The Honorable Mark Hatfield
The Honorable Bob Packwood
The Honorable Denny Smith
The Honorable L. B. Day
The Honorable Kent Aldrich
Alan Hershey
George Grove

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON 97301

March 19, 1981

COMMISSIONERS
Harry Carson, Jr., Chairman
Gary Heer
Randall Franke

ADMINISTRATIVE OFFICER
Kenneth Roudybush

TELEPHONE (503) 588-5212

LEGAL COUNSEL
Robert C. Cannon

TELEPHONE (503) 588-5220

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The Honorable Kent Aldrich
Mayor of the City of Salem
Salem City Hall
Salem, Oregon 97301

Dear Mayor Aldrich:

Marion County wishes to take this occasion to thank you and the City of Salem Council members and staff who appeared before the Board of Commissioners on March 11 and 13, 1981, in support of the I-305 Federal Aid Transfer program. Your exceptional accomplishment in working with Senator Day and the State Director of Transportation to compress the schedule of preliminary work on the Salem Parkway so that the construction contract can be awarded prior to June 1, 1982, is especially gratifying. Your commitment to complete all right-of-way acquisition, except that requiring condemnation, by October 1, 1981, will require a continuing exemplary effort by City staff.

When State matching funds on the Marion Street Bridge project are included, the remaining funding data presented by the City of Salem on March 13, 1981, indicate that City matching funds now available will be adequate for the City share of all projects through priority 5. Marion County will also budget the County share of local match funds during Fiscal Year 1982 for those projects and for additional projects for which City of Salem can provide local matching funds.

In order to fulfill requirements of the new Salem Parkway schedule, it is recommended that acquisition of remaining right-of-way along the "Parkway West" alignment proceed as recommended by the project Citizen Advisory and Technical Advisory Committees during completion of the final Draft EIS. Final decisions of the Board of Commissioners on the Salem Parkway cannot be made until the public hearing is held, but

the Draft Environmental Statement heavily favors the "Parkway West" and little new information is expected on a project that has been planned in the same location for more than twelve years.

County technical staff has been instructed to work closely with the City staff and to provide all possible assistance in meeting the new compressed schedule for starting construction of the Salem Parkway. If there is any way in which we can personally assist in this matter, please call us immediately.

Sincerely,

BOARD OF COMMISSIONERS

Chairman

Commissioner

Commissioner

cc: The Honorable Mark Hatfield
The Honorable Bob Packwood
The Honorable Denny Smith
The Honorable L.B. Day
Fred Klaboe
Alan Hershey
George Grove

91491

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

Region 2

2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

April 6, 1981

Mr. Alan Hershey, Director
Mid-Willamette Valley Council
of Governments
300 Senator Building
220 High Street
Salem, Oregon 97301

Dear Mr. Hershey:

On April 2, 1981, Mr. Hunter and I met with you, Marion County, and the City of Salem to discuss the possible time frames necessary to perform the work remaining on the Salem Parkway project. At that time, each was given a bar-chart schedule indicating what might be done if everything went very smoothly and no unanticipated bottlenecks occurred.

Of primary importance are the results of the public hearing. If one of the alternatives in the DEIS is supported and if the study report is completed and an alternative is chosen in a timely manner, the final EIS can then be written, published, reviewed and approved. These actions will allow the work on right of way acquisition and final design to proceed by making it possible to program these activities for federal aid. The estimated times for these activities appear to be reasonable and should be carried on simultaneously after EIS approval and if funding is available.

Since we have no way of controlling the EIS activity and the alternative selection, I can only advise you that it may be possible to complete the remaining work on the project in from eight to ten months after receiving FHWA approval. This is an optimistic projection; and if everything does not proceed smoothly, the time required for location and design could be considerably longer, as could right of way acquisition.

Very truly yours,

C. O. Fredrickson
Region 2 Engineer

COF/dlm
cc: F. B. Klaboe
H. S. Coulter
Ed Hunter

RECEIVED
DOT DIRECTOR
APR 7 '81
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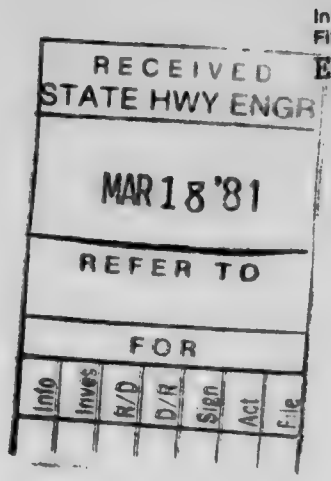
FOR
Info | Invest | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

March 16, 1981



Richard Santner
MWVCOG
220 High Street
Salem, OR 97301

RE: Review and Comment
Salem Transfer Projects Air Quality Reports
1) Salem Parkway (revised)
Salem Parkway Appendix
2) Hawthorne Ave. Ext. (revised)
3) State Street
Marion County

Dear Richard:

We have reviewed all of the above referenced documents, submitted in Byron Meadow's March 13, 1981 letter of transmittal. Based on our review, it appears that these documents satisfy the DEQ Indirect Source Rule requirements for permit application information (OAR 340-20-100 through 135) and the FHWA requirements for air quality (FHPM 7-7-9).

In addition to our above and previous comments, you should carefully consider each of the subject projects for conformance to the Oregon State Air Quality Implemtation Plan pursuant to Title 23 CFR Part 770.9 (copy attached).

No further review or comment is considered necessary at this time. We look forward to receiving the completed environmental documents for each of these projects.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

bc: H. S. Coulter
E. S. Hunter
C. O. Fredrickson

GAP:AJG:ct

Attachments

Form 734-3122

9491

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAR 10 '81
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FOR
Info | Inver | R/D | Dsk | Sign | Act | File

In Reply Refer to
File No.:
ENV 3

March 9, 1981

Mr. Richard Santner
MWVCOG
220 High Street
Salem, OR 97301

RE: Chemawa Road-Hickory Street
Salem Parkway
Marion County

Dear Richard:

I would like to point out to you the statement in Byron Meadow's February 27, 1981 letter to Seton Johnson and Odell that we "agreed to allow" (emphasis added) SJO to perform a technical function. In a later paragraph, the letter states that ODOT approved the methodology used by SJO in the noise analysis. For the record, we have not, in any of our conversations with COG or SJO staff, placed ODOT in the posture of controlling or approving any of the work for any of the Salem transfer projects.

It has been ODOT's understanding that our role in completing the Salem transfer projects environmental documentation has been one of reviewer and technical advisor, except in those areas where we specifically have agreed to perform parts of the work. Our role is not one of day to day management of technical work of COG or consultant staff, either in air and noise work or in other areas such as traffic and wetlands. The Council of Governments must manage these projects using best professional judgement after receiving technical reviews from ODOT, the CAC, TAC and others.

We will continue, to the best of our ability, to provide prompt review and offer our best advice any time you request, when required by the Oregon Action Plan, or when needed for FHWA approval.

Please make sure that COG staff understands our role and conveys that role to the public, and particularly your consultants in an appropriate manner.

Thank you.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:AJG:ct

bc: H. S. Coulter
E. S. Hunter
C. O. Fredrickson

Oregon State
Museum of Anthropology

College of Arts and Sciences
UNIVERSITY OF OREGON
Eugene, Oregon 97403

503/686-3034

February 6, 1981

cc: Coulter
Hunter
Pete
this to file

Mr. Gary A. Potter, Manager
Environmental Section
Highway Division
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Potter:

I have studied your letter of January 30, in which you explained your objections to my Phase II proposals for the Salem Parkway and State Street projects. I appreciate your frankness and concur with your feelings that we should hold down costs and avoid unnecessary work. It is my responsibility, however, to make sure that the archaeological analyses of the project areas are adequate to identify and evaluate archaeological properties that may be present there. My proposals were designed to satisfy that criterion, and I believe that I can convince you that they are necessary and cost-effective.

Your first objection was that we should not test a locality unless we find cultural debris on the surface during the survey. I must point out that cultural debris on the surface is only one of several kinds of evidence that leads to the suspicion that a site is present. Other kinds of evidence are reports that others have found cultural debris, the previous finding of sites in similar localities, suspicious topography, the color of the soil, and the type of vegetation These other kinds of evidence have been relied upon in previous highway archaeological surveys to identify suspected sites. That cultural debris on the surface has not and should not be the only criterion is demonstrated by the history of our work on the highway contract:

Slater Creek-Mystic Creek (1976): the Looney Site was identified by only four items found on the survey, none of which were found in what turned out to be the main site area;

Martin Creek-Anlauf (1977): five of the original nine tested localities produced no cultural debris during the survey;

Warren-Scappoose (1978): two of the three tested localities produced no cultural debris during the survey;

an equal opportunity / affirmative action employer

I-82 (1979): one mile of project area was tested despite the lack of cultural debris found on the survey, and two sites, including the Umatilla Bridge Site to be excavated this summer, were located;

Noti-Veneta (1980): two of the three tested localities produced only one possible cultural item on the surface; one of these turned out not to be a site, and the other two localities were judged to be significant on the basis of buried deposits that were not at all exposed on the surface;

Boardman SRA (1981): one area was recommended for testing after the survey because of its type of location, not because of any cultural debris.

Your second objection was that the expenditures listed in the budgets are excessive. It is difficult for me to answer this objection because you did not say in what way or by what standards they are excessive. All that I can do is to point out that the amount of work proposed and the budgeted cost do not exceed what would be expected on the basis of past projects. During 1980 we did five test excavations of various sizes in different parts of the state. In proposed man-days of work per site they ranged from 35.25 to 131 (mean 69.13); in budgeted cost per site the range was $3,687.50 to $14,900.00 (mean $7,268.84); and in budgeted cost per man-day they ranged from $84.70 to $120.50 (mean $105.80). The figures for the Salem Parkway and the State Street projects, respectively, are as follows: for man-days per site, 36.125 and 42.5; for budgeted cost per site, $5,000 and $5,200; and for budgeted cost per man-day, $138.40 and $122.40. The first two parameters for the Salem projects are below the means for the previous year, and the last is greater than last year because of increased salaries and wages. I do not believe our budgeted amounts are excessive when compared to the standards of other states. In fact, compared to the usual charges in the state of Washington, you are getting a bargain.

Another point for your consideration is that the budgeted amounts are not necessarily the amounts that will be charged, for two reasons. First, since the two Salem projects are planned to be done concurrently, some costs, such as for travel and preparatory office work, will be shared. Second, the test pits will not be excavated unless the auger holes produce evidence of buried cultural deposits. If test pits are not excavated, and no significant samples of cultural debris are brought back, then the amount of following lab and office work will be accordingly reduced by as much as 40%.

You recommend in your letter that we do only "very minimal" test excavation "to confirm or eliminate the possibility of site existence." I have reviewed the extent of the proposed Phase II fieldwork, and it is

my professional judgment that it is not advisable to reduce the scope of the excavations, for two reasons. First, if we should go only with auger holes to determine site existence, and leave out the test pits, we may not be able to confirm the existence of a site. Such was the case on the Noti-Veneta project, in which the auger holes gave us very ambiguous evidence that made sense only after we dug our test pits. Second, if we leave out the test pits and find buried indications of sites in the auger holes, we will have to come back at a later time to dig test pits to evaluate the sites. This procedure will cost more money than the original proposal that allows for the contingency of test pits in the same budget, since we would have to design and organize a separate field trip, complete with a new crew, new antiquities permit, additional mileage and per diem, and additional paperwork at each step. It is clearly more efficient to take care of all the needed Phase II work on one trip.

I am returning the budgets and explanations to you, as these are the originals and I do not know if you have copies. I have not changed the budgets, since I believe you will see that it is not advisable to do so. We are proceeding with plans to do the fieldwork during the period March 20-24.

If you still have serious objections to the Phase II proposals, I would be happy to discuss them with you at greater length, or you may find it useful to obtain advice from the State Historic Preservation Office. Whatever you decide, I would like to say that I have enjoyed our good working relationship in the past, and hope that we can work well together in the future.

Yours sincerely,

Richard M. Pettigrew

Richard M. Pettigrew
Survey Archaeologist
for Highways

RMP:ta

Enclosures

SALEM PARKWAY, MARION COUNTY, PHASE II (ARCHAEOLOGICAL TEST EXCAVATION

PROPOSED BUDGET

WAGES:		
Preparatory office work:		
Supervisor 5 days @ $100/day	$500.00	
Field work:		
Supervisor 3.6 days @ $100/day	360.00	
1 Field Assistant 3.6 days @ $48/day (student)	172.80	
6 Field Workers 3.6 days @ $36/day (students)	777.60	
Laboratory work:		
Sorting, labeling, etc.:		
1 Lab. Assistant 10 days @ $36/day (student)	360.00	
Artifact analysis:		
Supervisor 10 days @ $100/day	1,000.00	
Report preparation:		
Supervisor 15 days @ $100/day	1,500.00	
Graphics: 30 hours @ $10/hour	300.00	
Typing: 20 hours @ $7.50/hour	150.00	
Total	5,120.40	
Bookkeeping: 4% of total	204.82	
Sub-total (1) - students	1,310.40	
Sub-total (2) - all others	4,014.82	
Total	5,325.22	
Payroll assessments: (1) 5% of Sub-total (1)	65.52	
(2) 27% of Sub-total (2)	1,084.00	
Total Wages		6,474.74
TRAVEL:		
Mileage: 1 vehicle 19¢/mile for 150 miles	28.50	
1 vehicle 10¢/mile for 150 miles	15.00	
Per Diem: 3 days @ $37.45/day plus 1 lunch @ $3.95 for 8 people	930.40	
Total Travel		973.90
SERVICES & SUPPLIES:		
Film, printing, etc.	486.14	
Equipment (Water pump, hoses, nozzles, etc.)	500.00	
Total S & S		986.14
Sub-total		8,434.78
INDIRECT COSTS: 15% of Sub-total		1,265.22
RADIOCARBON DATES: 3 dates @ $100 each (off-campus)		300.00
Grand Total		10,000.00

72.25 man-days

Use Code 154.

SALEM PARKWAY, MARION COUNTY, PHASE II (ARCHAEOLOGICAL TEST EXCAVATION)

EXPLANATION OF PROPOSED BUDGET

There are two localities to test on this project: BS1 and RP1. At BS1 the area to be tested is about 60m long. At a rate of one AH per ten meters this will take six AH's. Two AH's are added to allow testing on either side of as well as on the centerline. One 1X2m test pit is allotted to BS1. Allowing a depth of two meters, this will be four cubic meters of excavation (this is expected to have deeper soil than RP1).

At RP1 the area to be tested is 92m long and 60m wide. Two rows of AH's through this area at one AH per ten meters means 18 AH's. One one-meter square test pit is allotted, and is expected to go one meter deep.

The total work proposed, then, is 26 AH's and five cubic meters of test pit. The AH's at three per man-day will take 8.7 man-days. The test pits at 0.4 cubic meter per man-day will take 12.5 man-days, for a total of about 21 man-days. Allowing one-half hour transit time each day while the crew is in Salem, the total field time in Salem comes to 22.58 man-days. Assuming a crew of seven, the three hours of travel round-trip between Eugene and Salem amounts to 2.6 man-days. The total field time, then, is about 25 man-days, which is 3.6 days for a crew of seven not including the supervisor.

Since this work is expected to be done in March, when the soil is still saturated with water, water-sifting will be the most efficient method of sorting the cultural debris from the dirt. Accordingly, an allotment is included in the budget for the necessary equipment (water pump, hoses, nozzles, etc.).

The remainder of the budget should be self-explanatory.

It is expected that when this work is completed we will know whether archaeological sites exist at the two localities, how extensive they are, how deep they are, how significant they are, and what the cost of large- scale excavation would be.

1141

RECEIVED
STATE HWY ENGR
JAN 30 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ENV 3

January 30, 1981

Dr. Richard M. Pettigrew
Survey Archeologist for Highways
Museum of Natural History
University of Oregon
Eugene, OR 97403

RE: Salem Parkway
Marion County

23rd St.-Lancaster Drive
State Street
Marion County

Dear Dr. Pettigrew:

I have your letters of October 29, 1980, and November 25, 1980, in and your recently submitted buggets in which you recommend Phase II explorations of potential archeological sites on the two subject projects. I am returning the cost estimates since I cannot approve the amounts for several reasons.

First of all, the potential site on State Street and one site (RP 1) on the Parkway have not been substantiated by the discovery of cultural debris. The recommendation to expend funds for Phase II exploration without site confirmation is a deviation from our working procedures and I cannot authorize that work.

Secondly, the expenditures as outlined in your estimates for the 3 "sites" are excessive. If you are convinced that sites do exist in these locations, then I recommend that you submit budgets for a very minimal, broad brush Phase II exploration to confirm or eliminate the possibility of site existence.

The only other alternative is to clear the projects, particularly 23rd and Lancaster, since a survey was conducted and no sites were found.

Very truly yours,

bc: H. S. Coulter
E. S. Hunter
C. O. Fredrickson

Gary A. Potter, Manager
Environmental Section

GAP:lb
Attachments

9491

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No:

PRO 6-2

January 22, 1981

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 80236
Project No. IX-1525(1)
Chemawa Rd. - Hickory St.
Marion County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated January 19, 1981.

Approval of this request will involve an increase of $669,000.00 in total cost and Federal obligation of $574,002.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%	Appn Code
Present	$1,093,000.00	$ 937,702.00	---	---
Previous	424,000.00	363,700.00	85.3	(823)
Difference	$ 669,000.00	$ 574,002.00	85.8	(772)

RHZ:bke
Attachment

cc: C.O. Fredrickson
F.E. Terpin
Gary Zehner w/att.
General Files

Form 734-3122

March 27, 1979

City of Salem
City Hall
Salem, OR 97301

Attention: Betty Marsh
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 6595

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning future construction of the Chemawa Road-Pine Street Section of the Salem Expressway (FAU 1525).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

400 SENATOR BUILDING ★ 220 HIGH ST. N.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177

ALAN H. HERSHEY, *Director*

NOTED
E. S. HUNTER

RECEIVED
ENVIRONMENTAL SECTION
FEB 14 1979

February 13, 1979

RECEIVED
TECHNICAL SERVICES
FEB 20 1979
REFER TO
FOR
Info | Invest | R/D | D/R | Design | Act | Spec

re: Chemawa Rd. – Hickory St. (Salem) (I-305 Replacement Arterial)

Referred to ____ Manager ____
Proj. Coord. ____ Res. Coord ____
Eng. Coord. ____ Adm. Asst. ____
Sec. ____ File ____

Copy: Veersteeg
Hunter

Mr. Phil Stearns
Federal Aid Specialist
Region 2
205 East Salem Highway Bldg.
2960 E. State Street
Salem, OR 97310

Dear Phil:

The attached project descriptions will define our concept of the scope of the I-305 Replacement Arterial project and the four corollary projects -- Cherry Avenue, Verda Lane, Hyacinth Avenue, and Chemawa Road. This is a change from the description supplied to you in the Replacement Arterial Project Request (August 1977 and February 1978). After discussions with you we have concluded the changes are not of a nature that require an amended Project Request. However, there is a need to document our change in approach to these projects with the replacement arterial EIS. All four of the corollary projects could function without the replacement arterial. However, the replacement arterial will be a major factor in their design and function.

The four corollary projects will be studied and their needs and environmental impacts identified as they relate to the replacement arterial. The projects will also be studied as to their needs and impacts without the replacement arterial. By doing the EIS on all the corollary projects, the EIS will not be segmented and cumulative impacts will be identified.

It is not our intention to obligate construction funds for these corollary projects. It is our intention to do a comprehensive study of their needs and impacts. There are substantial time and money savings by studying all the projects together. Much of the data needed will be common to two or more of the projects. The replacement arterial EIS will contain specific chapters that document the information concerning the corollary projects. If an alternative is chosen through the EIS process that does not require the construction of the replacement, then the corollary projects would still be covered by an EIS.

The attached project descriptions are based on SATS standards and the Transportation Plan, with one exception -- Cherry Avenue. The Cherry Avenue project has been significantly extended to more realistic termini.

MEMBER AGENCIES:

State of Oregon. COUNTIES: Marion, Polk, Yamhill. CITIES: Amity, Aumsville, Aurora, Carlton, Dallas, Dayton, Detroit, Falls City, Gervais, Hubbard, Idanha, Independence, Jefferson, Lafayette, McMinnville, Monmouth, Mt. Angel, Newberg, Salem, Sheridan, Silverton, Stayton, Sublimity, Turner, Willamina, Woodburn. SPECIAL DISTRICTS: Chemeketa Community College, Marion County Fire District #1, Marion County Intermediate Education District, Yamhill County Intermediate Education District, Marion, Polk and Yamhill Soil & Water Conservation Districts, Salem School District 24J

It should be noted that the attached project descriptions are different from those adopted by the City of Salem and Marion County. In all cases, the projects as described on the attached list are larger in scope than those adopted by the City and County. In order for the EIS to be a comprehensive study of the projects, they must be studied at their greatest scope. Because of the limited funding and local support, it is suggested that the preliminary engineering on the corollary projects be kept to the minimum necessary to identify the traffic and environmental impacts. Once the Draft EIS is released, decisions can be made concerning the scope of the project to be final designed. The projects can then be constructed at a level that matches available funds, demonstrated transportation needs, and adopted local policies.

Sincerely,

Richard L. Knowles, Transportation Coordinator
Salem Area Transportation Study

RLK/cah
Attachments

cc John Anderson, Marion County
George Grove, Marion County
Ralph Lambert, City of Salem
Lou McNicoll, City of Salem
Gary Potter, ODOT
Bill Kappus, FHWA
Webb Bauer, COG
Bill Cranford, ODOT

I-305 REPLACEMENT ARTERIAL

Project Termini: I-5 at Chemawa to Pine-Hickory Couplet- 3.60 miles

Roadway Width: 68 ft.
Travel Lanes: 4 @ 12 ft.
Median: 1 @ 4 ft.
Shoulders: 2 @ 8 ft.
Curbs: from Broadway
Sidewalk: from Broadway south both sides
Bikeways: Separated path 1 @ 8 ft. Chemawa to Broadway
Traffic Signals: Verda, Northgate, Cherry, Broadway, Liberty, Commercial
Turning Lanes: Verda, Northgate, Cherry, Broadway
Structures: 1 @ Oregon Electric RR
2 @ Claggett Creek
Illumination: Yes
Railroad Crossing: Underpass of Oregon Electric
Landscaping: Boulevard Type
Special Drainage: Yes
Frontage Roads: Ridge to Keizer, Brooks to Claxter

Description: The project involves the construction of a four-lane limited-access arterial with left turn refuges at the principal at-grade intersections. The route would follow the current corridor now reserved for the construction of the freeway. In particular, it is recommended that the arterial route follow the north bank of the log pond between Broadway and Cherry, in order to avoid excessive fill and structural costs that would be involved in a direct route through the log pond.

Purpose: The purpose of this facility is to provide access from the Keizer and to a lesser extent, the East Salem areas to the downtown. It would also provide access for southbound regional trips on I-5 destined either for the downtown, locations in Keizer and East Salem, or the Willamette River Bridge. By providing an improved level of accessibility divert trips from Portland, Fairgrounds and North River Roads. In turn, this should both improve the level of service on these roads and delay their improvement or widening.

MEADOWS/cah
2/9/79

CHERRY AVENUE

Project Termini: Pine Street to North River Road - 9800 ft.

Roadway Width: SATS Arterial Standard - 60 ft.
Travel Lanes: 2@ 12 ft. & 2 @ 13 ft.
Median: None
Shoulders: 2 @ 5 ft.
Curbs: Yes
Sidewalk: 1 @ 5 ft.
Bikeway: 1 @ 8 ft.
Traffic Signals: River Road (if warranted)
Turning Lanes: River Rd., Replacement Arterial
Structures: None
Illumination: Yes
Railroad Crossing: Oregon Electric at-grade crossing
Landscaping: Seed and Mulch
Special Drainage: Yes

Description: This project involves both the widening of Cherry Avenue to four lanes and the intersectional improvement at the arterial and North River Road. The Year 2000 Transportation Plan calls for Cherry to remain a minor arterial south of the OERR. The major traffic flow will use the Brooks Extension. The Brooks Extension will not be studied in this EIS.

Purpose: To provide the capacity for the traffic growth in North Salem, and to divert vehicular traffic from North River Road. In addition, improving Cherry Avenue will provide capacity for anticipated growth generated by the construction of the I-305 Replacement Arterial.

MEADOWS/cah
2/9/79

VERDA LANE EXTENSION

Project Termini: Chemawa Road to Hyacinth Avenue Extension - 6000 ft.

Roadway Width: SATS Minor Arterial Standard - 34 ft.
Travel Lanes: 2 @ 12 ft.
Median: None
Shoulders: 2 @ 5 ft. Emergency parking only/on-street bicycle lane.
Curbs: Yes
Sidewalks: 1 @ 5 ft.
Bikeway: 1 @ 8 ft.
Traffic Signals: Dearborn Avenue if warranted. The signal at the Replacement Arterial will be funded under that project.
Turning Lanes: Dearborn Avenue, Replacement Arterial
Structures: None
Illumination: Yes
Railroad Crossing: None
Special Drainage: Requires New Storm Sewer

Description: This project involves the improvement of Verda Lane to a two-lane, minor arterial between Claxter Road and its connection to Hyacinth Avenue Extension. Additional improvements at the intersection of Dearborn Avenue to accommodate turning movements, similar improvements would be required at the intersection with the replacement arterial.

Purpose: Together with the Hyacinth Avenue Extension, this project should accommodate the increased traffic volumes associated with future residential growth in Keizer and Northeast Salem, the expected commercial-industrial development, and the additional trips anticipated from the construction of the replacement arterial. With the improvements to 34th Avenue, 35th Avenue, and Hawthorne Avenue, there would be an inner loop connection between East Salem and North Salem.

MEADOWS/cah
2/9/79

HYACINTH ROAD EXTENSION

Project Termini: Verda Lane Extension to Portland Road - 3700 ft.

Roadway Width: SATS Minor Arterial Standard - 34 ft.
Travel Lanes: 2 @ 12 ft.
Median: None
Shoulders: 2 @ 5 ft. Emergency parking only/on-street bicycle lane.
Sidewalk: 1 @ 5 ft.
Bikeway: 1 @ 8 ft.
Traffic Signals: Revise Signal at Portland Road (if required)
Turning Lanes: Portland Road, Replacement Arterial
Structures: None
Illumination: Yes
Railroad Crossing: Burlington Northern & SPRR at-grade
Landscaping: Seed and Mulch
Special Drainage: None

Description: This project involves the extension of Hyacinth Street northward on new alignment, to a connection with the Verda Lane extension. This two-lane alignment will have at-grade crossing with the railroad tracks -- however, the feasibility of grade-separated crossings should be studied in the EIS. Intersectional improvements of Portland Road and at the replacement arterial will be required to handle the anticipated turning movements.

Purpose: This project should function as identified in the Verda Lane project. In addition, it will divert traffic from the residential areas on Claxter Road.

MEADOWS/cah
2/9/79

CHEMAWA ROAD

Project Termini: Chemawa Interchange at SPRR to Portland Road - 2500 ft.

Roadway Width: SATS Minor Arterial Standard 34 ft.
Travel Lanes: 2 @ 12 ft.
Median: None
Shoulders: 2 @ 5 ft.
Curbs: Yes
Sidewalk: 1 @ 5 ft.
Bikeway: 1 @ 8 ft.
Traffic Signals: None
Turning Lanes: Right turn lane at Portland Road
Structures: None
Illumination: None
Railroad Crossing: None
Landscaping: Seed and Mulch
Special Drainage: Yes

Description: This project involves the resurfacing and partial widening of Chemawa Road on its current two-lane alignment. The EIS may demonstrate that curbs and sidewalks are not needed. The portion of Chemawa Road west of the SPRR will be improved. When the State constructs the Chemawa Interchange it is anticipated that there will be a grade-separated crossing of the SPRR at that time.

Purpose: This project will provide additional capacity for regional trips in Keizer and Northeast Salem. With the construction of the Chemawa Road Interchange and the replacement arterial connections, Chemawa Road will function as an arterial.

MEADOWS/cah
2/9/79

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 14, 1978

FILE:

NOTED
H. S. COULTER

FROM: J. B. Boyd
Right of Way Manager

TO: H. S. Coulter
State Highway Engineer

SUBJECT: Electrical Shop RElocation
Chemawa-Hickory Street Section
Salem Spur - Files 44622,44623 & 44629
Oregon Project I-305-5(2) 260

The Federal Highway Administration has approved our request to use the former Gideon Stolz Warehouse for an electrical shop. The terms of this approval are as indicated in an attached letter. You may proceed with any activities which are required to make the relocation.

JBB:lb

cc: E. S. Hunter
R. L. Schroeder
C. O. Fredrickson
Bob Judson

RECEIVED
STATE HWY ENGR
DEC 15 1978
REFER TO
FOR
Info. Inves. Rec. Dr. Sign Act. File

TAA

Form FHWA 121 (Rev. 5-73)

CON 21-2

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

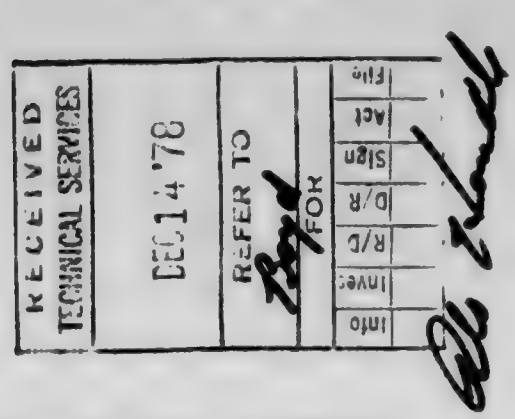
SUBJECT: Oregon Project I-305-5(2)260
Chemawa-Hickory Street Section
Files 44622, 44623 & 44629

DATE: December 12, 1978

In reply refer to: HRW-OR/414.2

FROM : G. L. Green, Division Administrator

TO : Mr. E. S. Hunter, Manager
Office of Technical Services
Oregon Department of Transportation
Salem, Oregon



A November 28, 1978 letter signed by Messrs. Klaboe and Boyd requests that FHWA formally forgive the 92% investment in the capital improvements and property acquired under the above-mentioned file numbers as the State desires to use the property for a transportation-related activity. Based upon the information in the State's November 28, 1978 letter, along with the stipulations listed below, I concur in this proposal:

1. Title to the property remain in the name of the State Highway Division or the Oregon Department of Transportation for a minimum of 25 years.

2. The property be utilized for public use.

3. In the event the property is needed for highway purposes or transportation-related purposes, in whole or in part, it will be supplied by the State Highway Division or the State Department of Transportation without request for further Federal participation.

4. In the event the property is needed for highway purposes or transportation-related purposes, the State will not request functional replacement of the buildings, land improvements, or land.

5. That the costs of remodeling the building for use as an electrical and signal maintenance facility, and cost to be incurred for remodeling for other uses of the property will be coded non-participating and not eligible for Federal participation.

Our approval is also with the understanding that there is no money involved in the transfer of the property that would create a necessity for credit to Federal funds.

G. L. Green

cc:
ODOT (J B Boyd)
ODOT (N Flanagan)

CON 2-2
I-305-5

NOTED
H. S. COULTER

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1978

Mr. Glen Green, Division Engineer
Federal Highway Administration
Salem, OR

Dear Glen:

Subject: Property Utilization for
Transportation Purposes
Chemawa - Hickory Section
Salem Freeway - I-305-5(2) 260

The Department of Transportation has a critical need for properties as shown on the attached sketch. These properties were purchased for the Salem Freeway under the above subject files and detailed as follows:

1.	File 44622 - Armstrong	$8,800
2.	File 44623 - Vistica	5,250
3.	File 44624 - Gideon Stolz	190,000
4.	File 44629 - Vigeland	22,250
		$226,300

Signal installations have become so numerous under the types of improvements being made in the Federal Aid Program that our environmental test chambers and electrical shop are unable to cope with the problem. The Gideon Stoltz Warehouse has a cooler which can be readily converted into test chambers that will markedly increase our capacity to test the controllers under controlled environmental conditions. It will also allow for expansion of warehouse and work space that will effectively improve our service to the signal systems throughout the state which will include city and county installations. Our electrical superintendent and his staff also test controllers for the State of Alaska. The amount of the improvements at the present time would total about $55,000 with additional improvements to be required in the future.

I therefore request the FHWA formally forgive the 92% investment in the capital improvements and property because of its use as transportation related activity under the following listed stipulations:

(1) That title to the property remain in the name of the State Highway Division or State Department of Transportation for a minimum of 25 years.

(2) That the property be utilized for public use.

(3) In the event that the property is needed for highway purposes or transportation related purposes, in whole or in part, it will be supplied by the State Highway Division without request for further Federal Participation.

(4) In the event that the property is needed for highway purposes or transportation related purposes, the State will not request functional replacement of the building, land improvements, or land.

(5) That the costs of remodeling the building for use as an electrical and signal maintenance facility, and cost to be incurred for remodeling for other uses of the property as indicated on the attached sketch will be coded non-participating.

The Oregon Transportation Commission in its meeting on November 28, 1978 approved this request as being in the public interest.

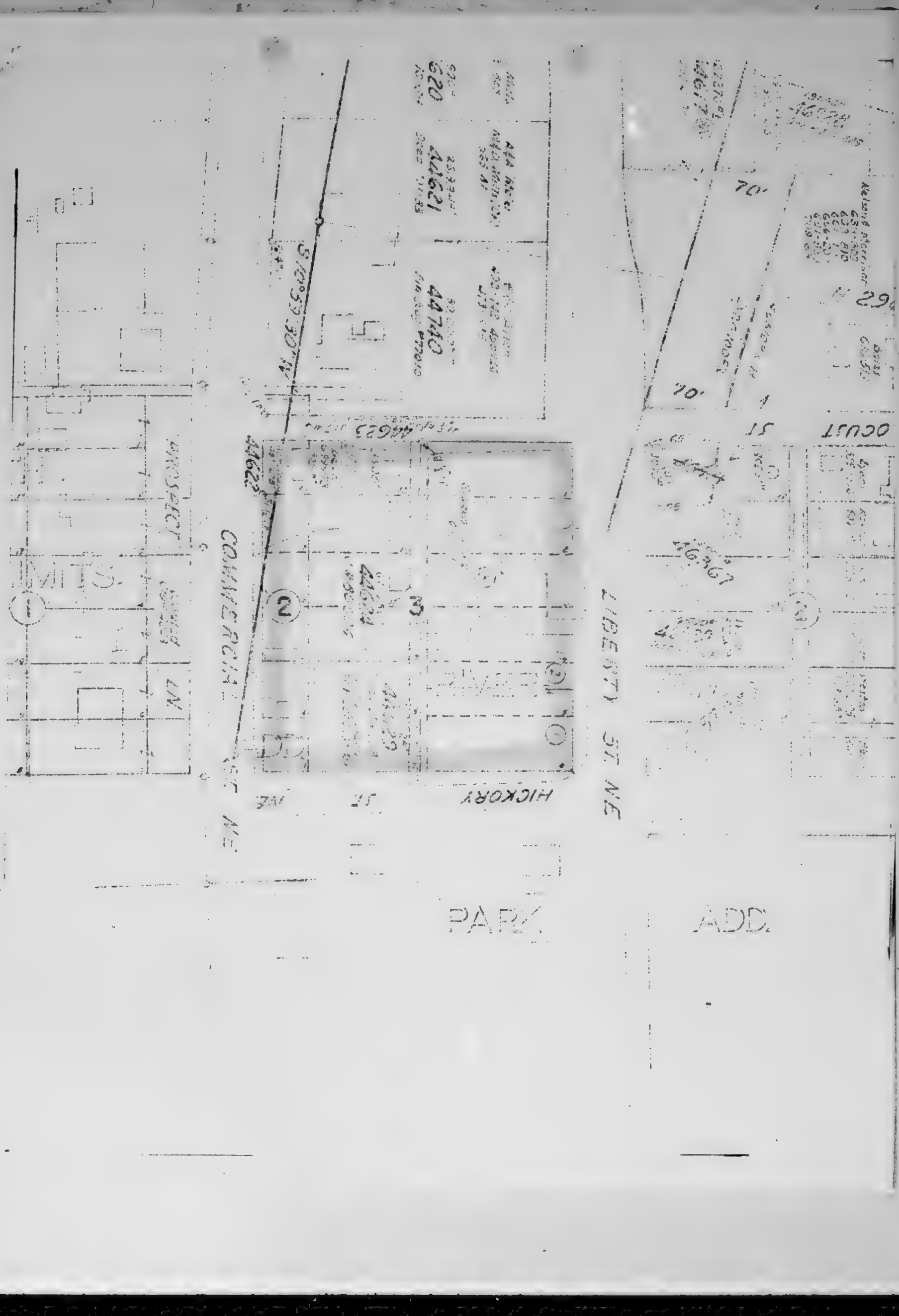
Very truly yours,

F. B. Klaboe
Chief of Operations

J. B. Boyd
Right of Way Manager

JBB:lb

cc: E. S. Hunter
H. S. Coulter
R. L. Schroeder
C. O. Fredrickson
J. H. Versteeg
Jim Dixon
John Williams, OSP


PARK
ADD
HICKORY
ST
AVE
PARK
ADD

14711

November 7, 1978

AGENDA
NOV 28 1978

TO: Oregon Transportation Commission

FROM: J. B. Boyd, Right of Way Manager
Oregon State Highway Division

SUBJECT: Properties Utilized for Transportation Purposes
Chemawa-Hickory Section
Salem Freeway - I-305-5(2)260
File 44622 - Armstrong
File 44623 - Vistica
File 44624 - Gideon Stolz
File 44629 - Vigeland

The congestion in our electrical shop has become acute. Signal installations have become so numerous under the types of improvements being made in the Federal Aid Program that our environmental test chambers and electrical shop are unable to cope with the problem.

In the original design of the I-305 Salem spur the Right of Way Section purchased the Gideon Stolz Warehouse. This facility will not be utilized in the final arterial street system design and is an ideal location for the electrical shop considering the availability of the capital improvement. The electrical shop would be more functional if it were at our East Salem complex, but this is an ideal second location.

If you agree with the utilization of this property, the Federal Highway Administration will be requested to release us from payback obligations on this property. The release of payback considerations is allowed if the property is utilized for transportation purposes and assists in the overall goals of the Department of Transportation.

Mr. F. B. Klaboe, Chief of Operations and Mr. Scott Coulter, Highway Engineer, have agreed that this is the best solution to the immediate problems of signal testing and increases in the Electrical Superintendent's work load. We will spend approximately $55,000 in the relocation of the electrical shop. The improvement must be done by our electrical crews in the construction of environmental test chambers to test the signal controllers in a controlled environment from -30° Fahrenheit to +160° Fahrenheit. The existing cooler in the warehouse is ideal for modification.

Approval will be requested of the Oregon Transportation Commission to: (1) Request the Federal Highway Administration to forgive the payback on these properties listed above, on which the total cost at the time of purchase was $226,300; and (2) To approve the relocation of the Electrical Superintendent's facilties to the Gideon Stolz Warehouse.

JBB:jk

bcc: Cecil Head
Robert Burco
F. B. Klaboe
H. S. Coulter
E. S. Hunter

NOTED
C. W. HEAD

94/91

November 3, 1978

Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, Oregon 97301

RE: Chemawa Road-Hickory Street
Salem Expressway
Marion County

Dear Mr. Green:

In March, 1978, you concurred that the subject project was a major action, requiring the preparation of an environmental impact statement.

The project is [illegible] recent discussions [illegible] to combining the reconnaissance [illegible] EIS and hearing purposes. [illegible] project to be processed [illegible] and design are presented [illegible].

This is a valid approach on this project [illegible] meaningful analysis of the alternatives [illegible] I request your concurrence in this [illegible].

Sincerely,

[illegible] SIGNED BY
[illegible] POTTER

Gary A. Potter
Manager
Environmental Section

GAP:ss

Attachment

bc: E. S. Hunter
D. H. Moehring
C. O. Fredrickson
Eddie Welsh
Dick Knowles

RECEIVED
TECHNICAL SERVICES
NOV 7'78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9491

I-305

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 13, 1978

FILE:

FROM: Rod Henry, Assistant
Right of Way Manager

TO: R. L. Schroeder
Maintenance Engineer

SUBJECT: Chemawa Road-Hickory Street
Section
File 44624

Bob Judson asked me to investigate the status of the Gideon Stolz Building located in the I-305 right-of-way.

I discussed this with Marlowe Krohn. The design that is being studied for the proposed arterial in the I-305 Corridor does not appear to require any of the Gideon Stolz property. The Liberty-Commercial Street Couplet connection may require access control, but since we own the entire block it would be relatively simple to develop an access off Hickory Street.

Unless the City comes up with a substantially different plan for the arterial, I would assume that the building will be available indefinitely.

RJH:jk
cc: C. O. Fredrickson
J. H. Versteeg

Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
OCT 16 1978
ENGINEERING SECTION

Trout

Do Not File ☐
Return To
Bring Up ___/___/___
Action

8-9-78

PROJECTS ARE ON THE STATE HIGHWAY SYSTEM

I-305 Transfer Projects

Projects that have been okayed by the FHWA for preliminary engineering are:

Center St. - State St. (Hawthorne Avenue)	$ 81,500
Chemawa - Hickory St. (Salem Expressway)	$424,000

Project waiting for FHWA approval:

Willamette River (Salem) Bridges	$240,000

July 1, 1971 to December 31, 1974

	MILES		
	Primary & Secondary	Interstate	Total
O'Lay	248	1	249
New Construction	14	25	38
Reconstruction	67	203	270
Miles Maintained			7,578
Number of Bridges			114

January 1, 1975 to June 30, 1978

O'Lay	395	135	530
New Construction	12	11	23
Reconstruction	108	127	235
Miles Maintained			7,584
Number of Bridges			79

ERH:lml
8-9-78

NOTED
E. B. KLARQ

Department of Energy
Region X
1992 Federal Building
915 Second Avenue
Seattle, Washington 98174
206-442-7260

RECEIVED
TECHNICAL SERVICES
JUL 27 '78
REFER TO
FOR
Info | Inves | R/D | O/R | Sign | Act | File

July 24, 1978

Environmental Section
July 27, 1978
cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
C. O. Fredrickson
R. E. Kuehn
Eddie Welsh
Bill Kappus
Glen Green
Dick Knowles

NOTED
E. S. HUNTER

Gary A. Potter, Manager
Environmental Section
Oregon State Department of Transportation
Salem, Oregon 97310

Dear Mr. Potter:

The Department of Energy (DOE) appreciates the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Chemawa Road Project, Marion County, Oregon (FHWA-OR-EIS-78-08-D).

Two of the purposes that Congress declared when it established the Department of Energy by enacting the DOE Organization Act (42 USC 7101) were:

- To achieve, through the Department, effective management of energy functions of the Federal Government, including consultation with the heads of other Federal departments and agencies in order to encourage them to establish and observe policies consistent with a coordinated energy policy, and to promote maximum possible energy conservation measures in connection with the activities within their respective jurisdictions [42 USC 7112(2)]; and,

- To place major emphasis on the development and commercial use of solar, geothermal, recycling and other technologies utilizing renewable energy resources [42 USC 7112(6)] (emphasis added).

This Regional Office is utilizing the EIS comment process as one way to assist in achieving the purposes declared by Congress.

EIS's are a most appropriate means to evaluate and present the energy consumptive characteristics consequent to proposed Federal agency actions, alternatives to proposed actions, and proposed mitigative measures. EIS's are also appropriately employed to develop and present energy conservation measures and renewable-resource energy measures which would not only reduce the energy consumed consequent to Federal agency actions but also reduce the nation's dependence on nonrenewable energy resources.

The Council on Environmental Quality Guidelines for the Preparation of Environmental Impact Statements urge that EIS's consider alternatives that will significantly conserve energy, and include energy use and energy conservation among the areas of environmental impact which should be considered in EIS's (just as air quality, water quality, noise, etc., must be considered).

This Office therefore reviewed the referenced Draft EIS to determine not only the specific impact of the alternatives on energy consumption, but also to assess: (1) the adequacy of the EIS's broad consideration of energy use, (2) the type and nature of energy use, and (3) the consideration given to energy conservation/efficiency. We found that the EIS generally does not appear to address the issues of energy use or energy conservation associated with the alternatives considered and proposed mitigative measures.

More specifically, the EIS also does not presently include a consideration of the energy invested in the material which could be used to construct the alternatives and the energy consumed by construction activities. In order to make some energy comparisons this Office has performed some rough calculations of the energy requirements of the three build alternatives, using general conversion factors between construction costs, type of construction, and energy use (see the DOE's State Energy Conservation Plan Handbook, pp. 61-80, previously sent to your Office). Results of these calculations follow:

Alternative 1:	32 Billion Btus
Alternative 2:	32 Billion Btus
Alternative 3:	35 Billion Btus

Additionally, energy will be consumed in maintenance activities each year. We have roughly estimated that the annual energy expenditure for these activities would range between 57 and 86 million Btus, as shown below:

Alternative 1:	63 Million Btus/year
Alternative 2:	57 Million Btus/year
Alternative 3:	86 Million Btus/year
Alternative 4:	86 Million Btus/year

The EIS also does not consider and specify other energy effects associated with the completed project. In particular, the reduction in traffic congestion in the project area (identified as a major justification for the project) is a factor that should be considered in the Final EIS. Despite a modest initial energy investment, it is quite possible that the completed project may result in a net energy saving over the long-term, if annual energy use that would otherwise occur is significantly reduced because of the project's reduction of traffic congestion. A comparison of the trade-off between the initial construction energy investment and potential long-term energy savings should be made for each alternative and considered in your decision-making.

We would appreciate a consideration of alternative materials, as well as alternative projects, in the Final EIS. The Final EIS should also present an evaluation of the use of alternative construction techniques and procedures. Some procedures can greatly alter energy consumption during construction (e.g., specifying a higher moisture content and lower temperature in hot mix asphalt, requiring higher loading efficiencies for earth moving equipment, maximizing use of on-site materials, utilizing standardized and repetitive dimensions to permit maximum reuse of forms, and encouraging carpooling by construction employees).

Additionally, the EIS should indicate what measures will be taken to mitigate excessive or potentially unnecessary energy consumption due to the design, construction, use, and maintenance of the eventual proposed action. Any potential for substitution of renewable energy resources for nonrenewable

energy resources should also be addressed in the Final EIS. The extent and type of any street lighting should also be evaluated to determine the lighting-related energy use impacts. Note that use of energy should be considered in the unavoidable adverse environmental effects section of the Final EIS and that the consideration of the irreversible and irretrievable resource commitments section of the Final EIS could evaluate energy commitments in a quantitative, rather than qualitative, manner. Finally, this Office commends the project sponsors for their inclusion of bicycle paths and footpaths with the proposed action.

This Office again thanks you for the opportunity to review and comment on your Draft EIS. We hope our comments will be helpful to you in the preparation of the Final Environmental Impact Statement, and in your further consideration of the alternatives. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Gilbert S. Haselberger
Director, Conservation &
Environment

cc: Lee Johnson, External Affairs Officer, Region X, DOE

Robert Stern, Office of the Assistant Secretary for Environment, Environmental Impact Division, NDOE

Paul Brumby, Office of the Assistant Secretary for Conservation and Solar Applications, Federal Programs Office, NDOE

Louis Lybecker, Regional Administrator, Federal Highway Administration, DOT, Portland, Oregon

C. O. Fredrickson, Regional Engineer, Oregon State Department of Tranportation, Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-8-78

FEDERAL AID PROJECT NO. IX-1525(1)

STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 80236

COUNTY NAME Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	6/8/78	FAU 1525	City Street

GENERAL LOCATION:

Chemawa Road-Hickory Street (Salem) Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☒ PREPARATION including utility and Railroad preparatory work and archeology salvage TEC $424,000, FF $363,700.
- ☐ OTHER (Specify)

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of March 31, 1978.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6/8/78	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: Oregon Department of Transportation- Highway Division

PROJECT TITLE: Salem Expressway

DATE: April 11, 1978

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
APR 14 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

[X] No significant conflict with the plans, policies or programs of state government have been identified ~~and/or your proposal is endorsed as presented~~.

[X] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Aeronautics Div.
B. L. Gifford
D. E. Swan

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd

PROJECT MANAGEMENT
TME ☐ CCE ☐ ON ☐
LGE ☐ FAE ☐ Oth ☐
APR 17 1978
TMA File: PM FA
LG CP

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

NOTED
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 2 Eng.
Dist. 3 Eng.

G. W. Wimer

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Environmental Quality
RECEIVED
MAR 0 1978

PNRS STATE REVIEW

Project #: 7603 2 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency _____ By _____

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7803 2 130 Due Date: MAR 7 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

THE HIGHWAY ENVIRONMENTAL SECTION SHOULD COORDINATE CULTURAL RESOURCE PROTECTION IN THIS SALEM EXPRESSWAY PROJECT. THIS OFFICE FEELS THERE IS LIKELY POTENTIAL FOR IMPACT TO ARCHEOLOGIC SITES IN THIS PROJECT.

HISTORIC PRESERVATION OFFICE
STATE PARKS & RECREATION BRANCH
525 TRADE STREET SE
SALEM, OREGON 97310

Agency _____ By Edward J. Tomp

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
MAR - 2 1978
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: 4003-1 Due Date: _____

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects.

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency _____ By _____

94'11

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE - Salem, OR 97301

DATE: April 11, 1978

In reply refer to: HRP.1-OR

SUBJECT: Oregon Project IX-1525(1)
Chemawa Rd.-Hickory St. (Salem) Sec.
Marion County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Chief of Operations
Oregon Department of Transportation
Salem, Oregon

This is to acknowledge Governor Straub's March 24, 1978, letter and Mr. Swan's March 31, 1978, memorandum requesting the use of Interstate Transfer funds and authorization to proceed with all phases of preliminary engineering for the subject project.

In giving approval to the Section 105 annual program in our March 8, 1978, memorandum, we deferred approval of certain long range type projects in the Salem area. The subject project was included in this deferral. We must, therefore, withhold any action on this project and others on the list until a satisfactory joint certification action is taken by FHWA and UMTA. This certification review is underway at this time.

We note that both the Salem TIP and the Section 105 Annual Program indicated $70,000 for preliminary engineering on the subject project. The PR-1 submitted shows $424,000 for this phase of work.

G. L. Green

RECEIVED
DOT OPERATIONS
APR 15 '78
REFER TO
FOR
Info | Inves | R/D | P/R | Sign | Act | File

NOTED
F. B. KLABOE

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 15, 1978

TO OREGON TRANSPORTATION COMMISSION

FROM H. S. Coulter
State Highway Engineer

SUBJECT Interstate Transfer Project Request

AGENDA
MAR 28 1978
I - 2

On the ~~consent calendar~~ Regular for the March 28 meeting will be a request from the City of Salem for approval of a project utilizing Interstate Transfer funds withdrawn from the I-305 Freeway.

The request is for a $12,904,000 project to construct an arterial replacement for I-305 from the proposed Chemawa Interchange to the Commercial Street-Liberty Street couplet near Hickory Street. The City will provide all of the required $1,806,560 of local match.

This project has been investigated and is eligible for funding. I recommend your approval of the project and request authorization to sign the project agreement for and on your behalf.

Attachment

bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
C. O. Fredrickson
D. N. Harwell
George Bell

NOTED
C. W. HEAD

CITY OF SALEM
Proposed Interstate Transfer Project

Chemawa Road-Hickory Street Section
Salem Expressway, FAU 1525
Grade, Pave, Structures, Signals,
Illumination, Signing and Landscaping
3.5 miles
$12,904,000

This project entails all the work and costs to construct an arterial replacement for I-305. The proposed project will connect to the proposed Chemawa Interchange on the north and to the Commercial Street-Liberty Street couplet on the south.

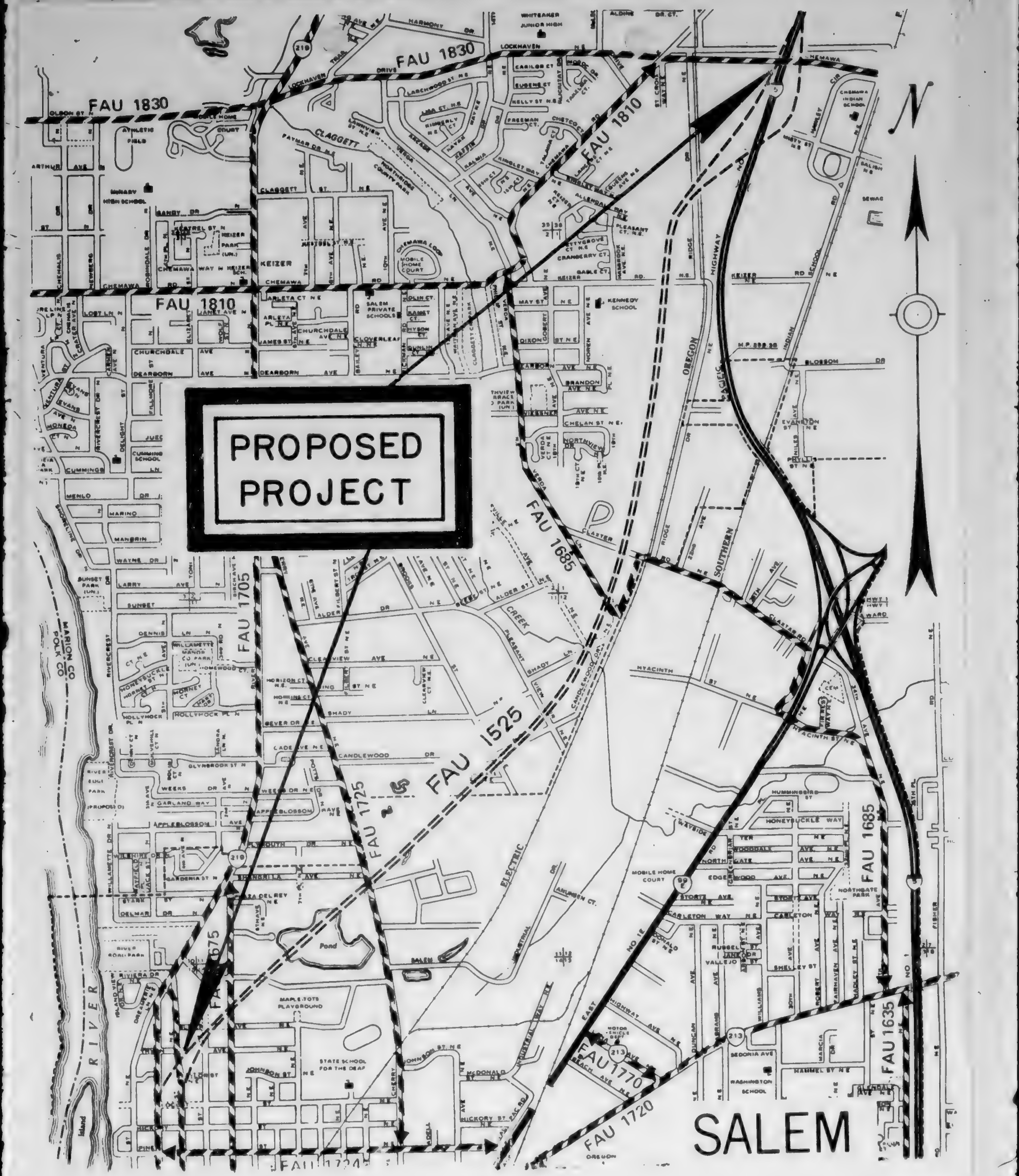
Traffic signals will be installed at the intersections with Keizer Road, Verda Lane, Northgate Extension, Cherry Avenue, Broadway Street and Liberty Street.

An undercrossing structure will be constructed at the Burlington Northern Railroad tracks and a structure will be constructed over Claggett Creek.

Right-of-way will be acquired as a participating cost of the project.

State will perform the preliminary and construction engineering.

78-c
3-13-78


PROPOSED PROJECT
FAU 1830
FAU 1810
FAU 1685
FAU 1525
FAU 1705
FAU 1675
FAU 1770
FAU 1720
FAU 1635
SALEM
KEIZER
CHEMAWA
CLAGGETT
OREGON
ELECTRIC
RIVER
MARION CO
POLK CO
N

(72)

DEPARTMENT OF TRANSPORTATION

ROBERT W. STRAUB
GOVERNOR

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

February 28, 1978

TO Executive Department
Federal Aid Coordination Unit

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 3
Section: Chemawa Rd.-Hickory St.
Highway: Salem Expressway
County: Marion

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

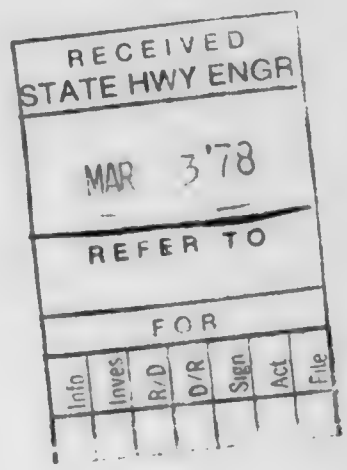
Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be March 30, 1978.

BLG: dmc

Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 2: Fredrickson, C. O.
District 3: R. A. Kuehn
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford



OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 | 12] APPLICANT: Department of Transportation | 46] DIVISION: Highway

03 | 12] APPLICANT ADDRESS STREET: O'DOT Building | 46] CITY: Salem | 76] ZIP: 97310

04 | 12] CONTACT PERSON: D. H. Moehring | 46] AREA CODE: 503 | 49] PHONE: 378 | 56] EXTENSION: 6563

01 | 12] PROJECT TITLE: Chemawa Road-Hickory Street

11 | 12] PROJECT LOCATION—CITY: Salem Expressway | PROJECT LOCATION—COUNTY: Marion | PROJECT LOCATION SEC: T: R:

05 | SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 | 12] This project is designed to replace the I-305 Freeway. It is intended to reduce

07 | 12] traffic volumes on Portland, Fairgrounds, and North River Roads; provide improved

08 | 12] regional access; and improve access from adjacent residential and commercial-

09 | 12] industrial areas.

10 | 12] (see attachment for additional information)

12 | AMOUNT REQUESTED—FEDERAL FUNDS: (A) Grant: 10,320,000 | (B) Other: -- | NON-FEDERAL MATCHING FUNDS: (C) State: -- | (D) Local: 1,680,000 | OTHER: (E) FUNDS: -- | TOTAL: (F) FUNDS: 12,000,000

13 | 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)

14 | 12] FEDERAL PROGRAM TITLE: Title 23 USC Highways

15 | 12] FEDERAL AGENCY NAME: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME: FHWA

17 | (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[XX] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [XX] 29 No [ ] 30 Date: Feb. 28, 1978

(D) REVIEW REQUIRED by A-95: Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT: Yes [XX] 33 No [ ] 34

(F) HOUSING RELOCATION REQUIRED: Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: March | 43] DAY: 30 | 45] YEAR: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Feb. 28, 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$_____	$_____	$_____

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%____	$_____	%____	$_____	%____	$_____
Second Year	%____	$_____	%____	$_____	%____	$_____
Third Year	%____	$_____	%____	$_____	%____	$_____

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number _____

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 1 Project of major-significant environmental impact under Oregon's Action Plan.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date February 16, 1978

Section Chemawa Road - Hickory Street Unit (if appl) _____

County Marion City Salem

Highway Salem Expressway State Hwy. No. ---FAUS---

Termini: M.P.(if appl) Interstate 5 - Hickory St. Length 3.5 miles

Region 2 Construction Estimate _____
Program Amount

B. Purpose of Project:

This project is designed to replace the I-305 Freeway. It is intended to reduce traffic volumes on Portland, Fairgrounds, and North River Roads; provide improved regional access; and improve access from adjacent residential and commercial-industrial areas.

C. Origin & History of Project:

The origin of this project is related to the I-305 Freeway and to the 1976 Federal Highway Act. It was intended that this project be developed as a four-lane freeway, serving essentially the same functions as described above. A series of corridor hearings were held on the proposed Freeway and substantial portions of right-of-way were acquired in the early 1970's. As a result of the Interstate Transfer provision of the 1976 Highway Act, the local area chose to transfer a portion of the Federal funds scheduled for the Freeway to other transportation projects. A portion of these monies were also reserved for the construction of the Replacement Arterial.

D. General Description of Project:

This project is intended to be a four-lane, controlled access arterial with connections to I-5 and Hickory Street in Salem. Grade separations are to be provided at the B.N.R.R. tracks and at the southbound ramp of the proposed Chemawa Road Interchange; a structure will also be provided at Claggett Creek. It is also intended that each of the major intersections with the Arterial be constructed as signalized, at-grade facilities. Sidewalks are not to be provided except at the developed, southerly end of the project; (continued on attached page).

Alignment: New X Existing _____ Combined _____

Typical Section: Existing: No. Lanes ____; Med. ____; Shldrs. ____; Parking ____

Proposed: No. Lanes 4@12'; Med. 4'; Shldrs 2@8'; Parking None

Traffic: Existing Facility: Existing ADT _____; Projected ADT 24,000; Yr. 2,000

Existing Level of Service _____

Proposed Facility: Projected ADT 11,300; Yr. 1980

Projected Level of Service C or better

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels 7

Acres 44*; Type of Relocation Req. None; No. _____

Materials Source, Borrow, Waste Disposal Requirements, if any:
Materials needed for this project can be supplied by local commercial suppliers. Borrow will probably not be required. Any surplus material will be disposed of in accordance with OSHD standard specifications for highway construction.

Type of Structure(s):
Railroad undercrossing
Separated grade crossing on interchange leg
Claggett Creek crossing

Brief Description of River or Stream and Type of Involvement, if any:
The arterial would cross Claggett Creek near Candlewood Drive in Keizer. It is intended that a crossing-structure be built at this location.

Local City, County or COG priorities of project:
The SATS Transportation Improvement Program identifies this project for Interstate Transfer funding over the next 15-year period. A Memorandum of Understanding entered into by Salem, Marion County, and SATS identifies this particular facility as being of highest priority of those facilities selected to receive Interstate Transfer funding.

FHWA and/or OSHD approvals given, if any:
The OSHD and FHWA had given prior approvals to the acquisition of right-of-way for the construction of Interstate 305. ODOT has also agreed to fund a related project, the Chemawa Road Interchange.

Location or Design Alternatives (identify and describe):
Location type alternatives might include: (1) no-build arterial, build interchange; (2) build arterial, no-build interchange; and (5) building arterial at different location with and without interchange. Design alternatives might include: expanded cross-sections; construction of the arterial with and without landscaping, grade separations, bikeways, sidewalks, storm-drains, and (at certain locations) signalization; different levels of access control and points of access; different route locations within the general corridor; and different interchange configurations.

Other Descriptive Information or Comments:
The construction of an interchange at Chemawa Road is associated with this project. A joint interchange-replacement arterial EIS is recommended because of the interrelatedness of these projects.

(Attach project sketch map.)

* Amount may be reduced because of arterial design.

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

This project lies in a yet undeveloped area, created by the State's purchase of properties for the I-305 freeway.. A series of soil types underlay the proposed facility, including Woodburn sili loams, terrace escarpments, Bashaw clays, Cloquato silt loams, and Cames gravelly sandy loams. Much of the area is still used for agriculture. Current agricultural uses include row crops, orchards, and pasture/grazing. The project also follows the Claggett Creek floodplain. This area is quite extensive, as shown on Attachment A. The project also crosses Claggett Creek near Pleasant View Drive, and a crossing structure has been included as part of the cost estimates. Slopes are generally less than 3% except for two relatively small locations: near Keizer Road (5-10%) and near Verda Lane (over 20%).

2. Cultural:

A variety of land uses adjoin the I-305 corridor, although the corridor itself is devoid of structures. Single- and some multi-family uses generally lie west of the project, and are part of the Keizer community. Institutional uses include the Chemawa Indian School and the Oregon State School for the Deaf. Industrial uses concentrate within the Salem Industrial Park and along Claxter Road near the B.N.R.R. tracks. Commercial properties predominate in the extreme westerly portion of the project, near Broadway, Liberty, and Commercial Streets. Other major cultural features include the two railroad lines:: Burlington Northern and the Southern Pacific Transportation Company; the proposed arterial crosses the B.N.R.R. tracks near Ridge Drive and the Chemawa Road Extension of the interchange, the S.P.R.R. tracks north of the Chemawa Indian School.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

The remaining major parcels needing to be purchased are underdeveloped land; no particular cultural or environmental significance is attributed to either.

2. Estimated Impact on Traffic Patterns:
Computer simulation analyses have indicated that the Replacement Arterial should divert traffic from North River Road (the major North-South arterial serving Keizer) and Portland Road (a major regional arterial, also 99E). Reduced traffic loads can therefore be expected along these sections.

Consequences--Air Quality, Noise, Safety, etc.:
By diverting traffic from congested streets to the limited-access arterial, it can be expected that overall air and noise quality levels will improve. Of course, these pollutants will be greater than had hitherto been the case along the undeveloped freeway corridor. Safety should also be improved along Portland and North River Roads as volumes are decreased.

3. Estimated Impact on Land Use:
It can be expected that the additional accessibility provided by the arterial will stimulate the growth of commercial and industrial activities within the undeveloped land along the corridor. It is not expected, however, that the current single- and multi-family land uses to the west of the arterial will change significantly as a result of the new accessibility patterns.
Consequences:

These commercial and industrial changes are both anticipated and are consistent with the area's land use plans and zoning maps.

4. Expected Impact on Natural Ecological Resources:

With the bridging of Claggett Creek, little impact is expected upon the corridor's natural resources.

Consequences:

None expected.

5. Expected Impact on Cultural and Scenic Resources:
The development of the arterial would eliminate scattered agricultural operations. Increased noise levels near the corridor may affect nearby residential and school properties.

Consequences:
The elimination of these agricultural operations is consistent with current policy, which assumes urban type growth within the Salem metropolitan area. If increased noise levels are above Federal standards, appropriate mitigation measures would be necessary.

6. Preliminary Identification of Areas of Critical Concern:

   Areas of critical concern might include: Chemawa Indian School, Kennedy Elementary School; the residential areas west of the arterial corridor; Claggett Creek; the Claggett Creek Floodplain, the B.N.R.R. tracks; and the abandoned log pond near Cherry Avenue.

7. Potential for Controversial Issues:
   The potential for controversy can be rated as high; the principal issues might include the effect of the arterial on: Chemawa Indian School and Kennedy Elementary School; the residential areas west of the corridor through increased traffic, noise and air pollution; and adjoining arterials through increased traffic. Increases in noise and air pollution levels; potentially hazardous

8. Potential for Consistency of Proposal With: (continued on attached page)

   a. Clean Air Implementation Plans
      Assuming a background CO concentration of 3.5 mg/m^3 (SATS Overview Manual, 1976) 1980 CO concentrations of 7.4 mg/m^3 at 300' from center line are predicted. This level shouldn't violate the FHWA undeveloped/residential lands standard.

   b. Noise Standards
      Preliminary noise quality analyses have indicated a L_{10} level of 69 dBA 50" from centerline under an expected 1980 volume of 11,400 ADT. This level would not violate the undeveloped/residential lands standard.

   c. Water Quality Standards
      Except during the construction of Claggett Creek Bridge, change in ambient levels are not expected.

   d. Area Land Use and Transportation Plans, and Zoning
      This project is consistent with the year 2000 Transportation Plan and the revised Salem Area Comprehensive Plan.

C. Recommended Type of Action and Documentation:

MAJOR ACTION			NON-MAJOR ACTION
X			
SIGNIFICANT:		NON-SIGNIFICANT:	
X D & FEIS		___ D & F Neg.Dec.	___ ASSESSMENT ONLY
___ Section 4(f)		___ Section 4(f)	___ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: X 1 ___ 2 ___ 3 ___ 4

ATTACHMENT

PAGE 1

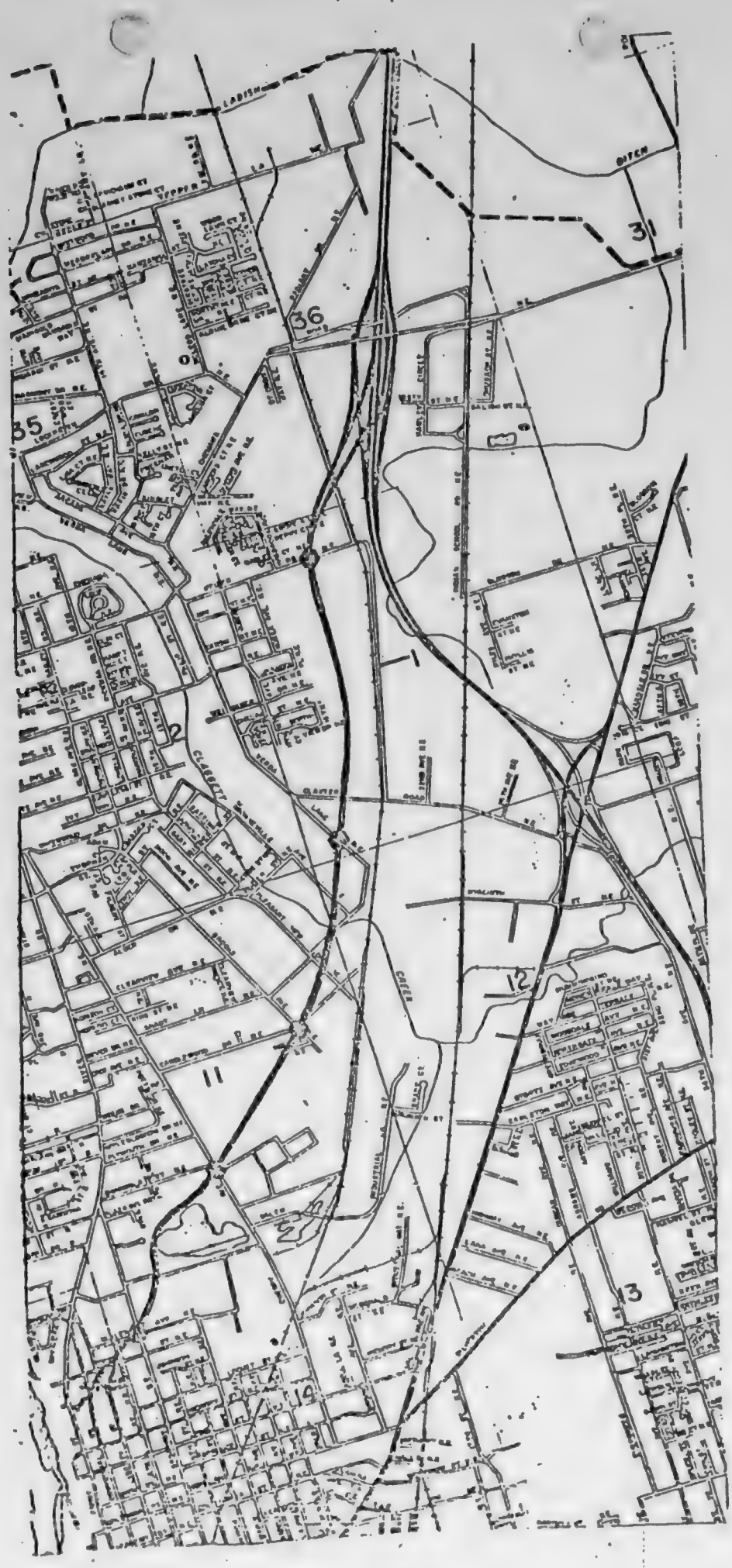
D. General Description of Project (continued):

the shoulders will be jointly used as emergency parking lanes and bikelanes. It is also intended that landscaping be developed on portions of the unused right-of-way now reserved for the freeway.

PAGE 5

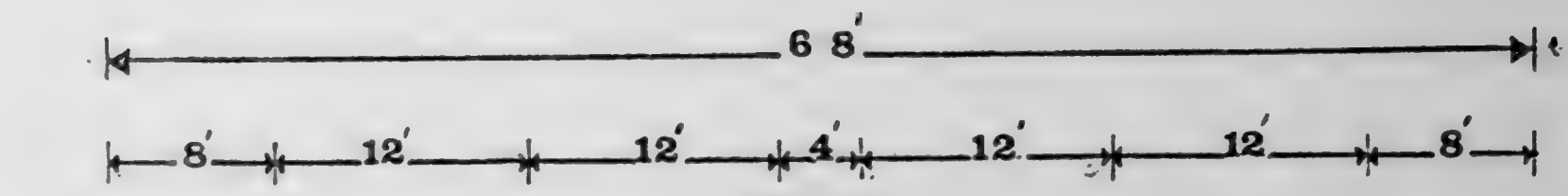
7. Potential for Controversial Issues (continued):

safety problems for pedestrians and vehicles and the design aspects of the arterial - especially its intersections and the interchange - might also be controversial issues, as might be the potential land use effects of the interchange upon the Urban Growth Boundary.



⊙ = Proposed Signals

I-305 ARTERIAL



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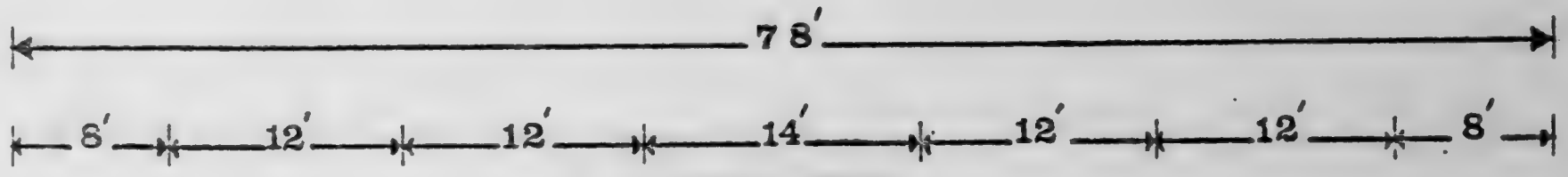
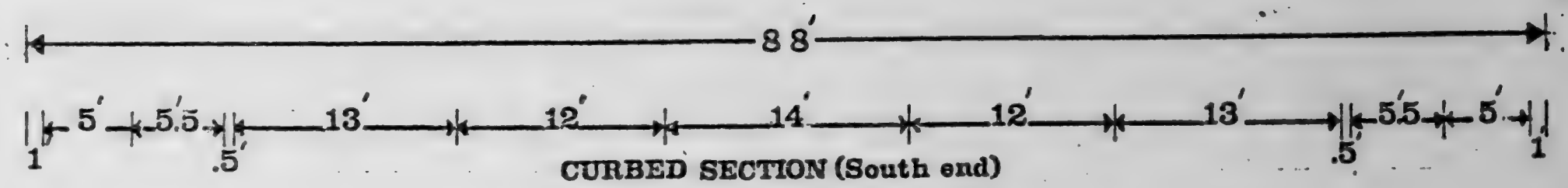


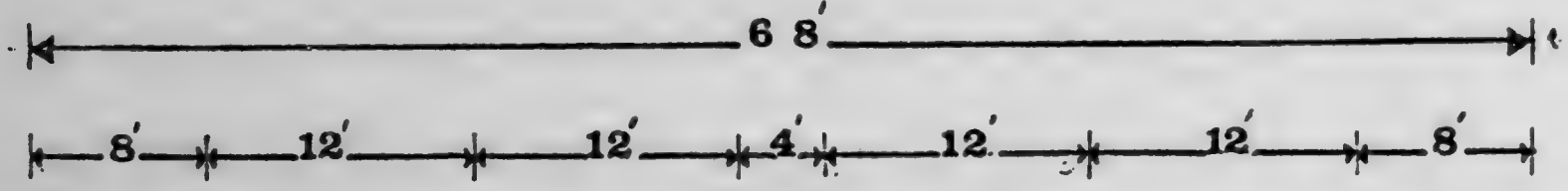
LEFT TURN



CURBED SECTION (South end)

PROPOSED TYPICAL SECTIONS

I-305 ARTERIAL



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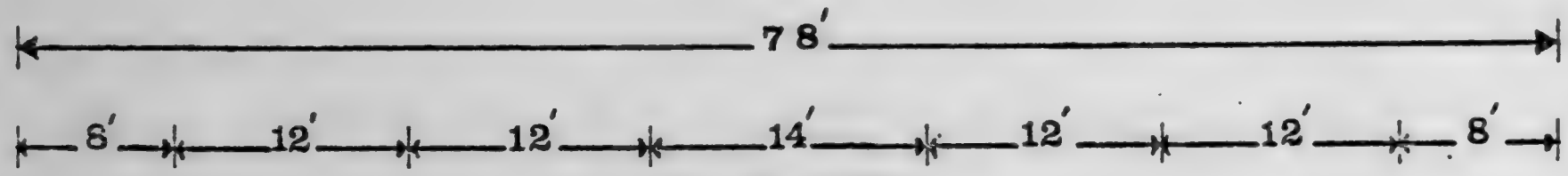

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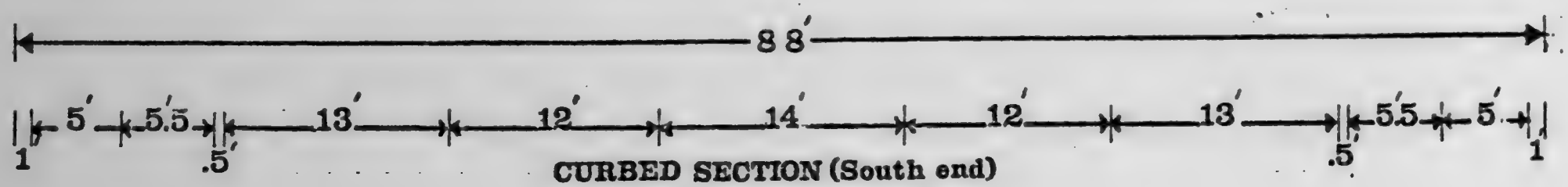


CURBED SECTION (South end)

PROPOSED TYPICAL SECTIONS

C E R T I F I C A T I O N

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached photocopy of City of Salem Resolution No. 77-329, adopted by the City Council on October 10, 1977, has been prepared by me, compared with the original thereof and is a true and correct copy of said resolution.

WITNESS my Hand and the Seal of the City of Salem, Oregon this 11th day of October, 19 77.

Betty J. Marsh

City Recorder

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, Betty J. Marsh, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Salem, Oregon;

AND I FURTHER CERTIFY that the attached photocopy of City of Salem Resolution No. 77-310, authorizing an application with Oregon Department of Transportation for development of the I-305 replacement arterial, bridge ramps, and Marion Street bridge projects; which resolution was adopted by the Common Council September 26, 1977, has been prepared by me, compared with the original and is a true and correct copy of the original of City of Salem Resolution No. 77-310.

WITNESS my Hand and the Seal of the City of Salem this 27th day of September, 1977.

Betty J. Marsh
City Recorder

RESOLUTION NO. 2310

WHEREAS, there is an identifiable need for the installation of bridge ramps, the installation of an added lane on the Marion Street Bridge, and the construction of a controlled-access arterial to replace Interstate 305; AND

WHEREAS, these projects are identified to receive Interstate Transfer funding in a joint Memorandum of Understanding between the City of Salem, Marion County, and the Coordinating Committee of the Salem Area Transportation Study; AND

WHEREAS, Federal Interstate Transfer funds are scheduled, through the SATS Transportation Improvement Program, for the construction of the bridge ramps and Preliminary Engineering on the Marion Street Bridge and I-305 Replacement Arterial projects during Fiscal Year 1978; AND

WHEREAS, a portion of the $5 million authorized by Congress from Interstate Transfer funding during Fiscal Year 1978 is available for use on these projects; AND

WHEREAS, a Project Application must be filed with the Oregon Department of Transportation to program Preliminary Engineering funds for these projects; NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the Mayor and City Recorder be and hereby are authorized to sign the appropriate application on behalf of the City, with the Oregon Department of Transportation for the development of the I-305 Replacement Arterial, Bridge Ramps, and Marion Street Bridge projects.

ADOPTED by the Common Council this 26th day of September, 1977.

ATTEST:

Judy A. Moore

CITY RECORDER

9491

FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 7, 1978

Salem, Oregon

FILE: Hold

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: Chemawa Road-Hickory Street (Salem) Section
Salem Expressway FAU 1525
Interstate Transfer Funding
Salem Urban Area

Attached are the following documents for subject project:

Project Request
Project Environmental Assessment (info copy)
Authority for Survey — To Terpin 2-24-78
Summary of Region costs — 2
Location Prospectus
Prospectus Map

The project appears as number 116 on the SATS TIP and is to be funded with Interstate Transfer Funds.

Please process the documents expeditiously through channels for approval.

POS/dea
Attach.
2-16-78
Survey returned to Region for Reg. Engr. Signature.
2-21-78
Recd signed from Region.

PROJECT MANAGEMENT
PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐
FEB 8 1978
TAA
File: PM FA LG OP

RESOLUTION NO. 77 310

WHEREAS, there is an identifiable need for the installation of bridge ramps, the installation of an added lane on the Marion Street Bridge, and the construction of a controlled-access arterial to replace Interstate 305; AND

WHEREAS, these projects are identified to receive Interstate Transfer funding in a joint Memorandum of Understanding between the City of Salem, Marion County, and the Coordinating Committee of the Salem Area Transportation Study; AND

WHEREAS, Federal Interstate Transfer funds are scheduled, through the SATS Transportation Improvement Program, for the construction of the bridge ramps and Preliminary Engineering on the Marion Street Bridge and I-305 Replacement Arterial projects during Fiscal Year 1978; AND

WHEREAS, a portion of the $5 million authorized by Congress from Interstate Transfer funding during Fiscal Year 1978 is available for use on these projects; AND

WHEREAS, a Project Application must be filed with the Oregon Department of Transportation to program Preliminary Engineering funds for these projects; NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT the Mayor and City Recorder be and hereby are authorized to sign the appropriate application on behalf of the City, with the Oregon Department of Transportation for the development of the I-305 Replacement Arterial, Bridge Ramps, and Marion Street Bridge projects.

ADOPTED by the Common Council this 26th day of September, 1977.

ATTEST:

CITY RECORDER

RESOLUTION NO. 77 329

WHEREAS, the realignment of 35th Avenue at Silverton Road will improve vehicular safety and maneuverability; AND

WHEREAS, this project is part of the Year 2000 Transportation Plan and is identified for Federal Aid Urban System funding in the SATS Transportaion Improvement Program; AND

WHEREAS, approximately $193,000 of Federal Aid Urban System funds are available for the realignment of 35th Avenue; AND

WHEREAS, a Project Application must be filed with the Oregon Department of Transportation to program Preliminary Engineering funds for this project; NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL

OF THE CITY OF SALEM, OREGON:

THAT , the Mayor and City Recorder be and hereby are authorized to sign the appropriate application on behalf of the City with the Oregon Department of Transportation for the realignment of 35th Avenue.

ADOPTED by the Common Council this 10th day of October, 1977.

ATTEST:

Betty J. Marsh

CITY RECORDER

1982 Ridge Dr. NE-Pine St. Sec. 9491
of FAU 1525, Salem Parkway. (Gr,
Pav, Struc, Sign, Sig, Lndscp) #2

C&A 4079 4-1-71 10-6-70

C&A 4585 9-29-72

7491

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1976

In reply refer to: 1041RW

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

A substantial portion of the Right of Way needed for this project has been acquired. In view of recent developments involving possible withdrawal of this section, any further Right of Way acquisition should be suspended pending resolution of the status of the project. It is our understanding that activity has been dormant on this project for some time.

G. L. Green

cc
OSHD J. Boyd
OSHD J. Sollis

RECEIVED
STATE HWY ENGR
MAY 12'76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

FORM 81-714.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

January 28, 1976

FROM: Rod J. Henry
Regional Right of Way Supervisor

SUBJECT: File 48288
Chemawa Road-Hickory Street
Salem Freeway
Marion County

TO: J. B. Boyd
Right of Way Engineer
State Highway Building
Salem, OR 97310

NOTED
E. S. HUNTER

Ray Tipton called to inquire about the status of I-305. He owns property on Keizer Road that will be required for right of way. (See attached map).

Mr. Tipton stated that the recent publicity regarding I-305 indicates that construction on this project is now even more remote than before. He stated that his property is ready for development and if he cannot proceed with the sale or subdivision of his land he will have a financial hardship. He claims to have a firm offer on the property of $30,000. The purchaser is a subdivider and has a proposed plan for subdividing the tract into 20 lots. However, Marion County has supposedly turned down the subdivision plan because a portion of the property is within the limits of I-305.

Mr. Tipton stated that there are only two solutions that will resolve his financial dilemma. 1. The State should buy his entire property and relieve him of the tax burden. 2. The State should inform the county that it is no longer interested in the property as proposed freeway right of way. This would allow the developer to proceed with subdividing the property.

I proposed to Mr. Tipton that the State buy just that portion of the property that may be needed for highway right of way. He rejected this proposal on the basis that we could not guarantee that the proposed frontage road would ever be constructed. This would leave the subdivider with the problem of trying to develop a subdivision to a street that does not exist.

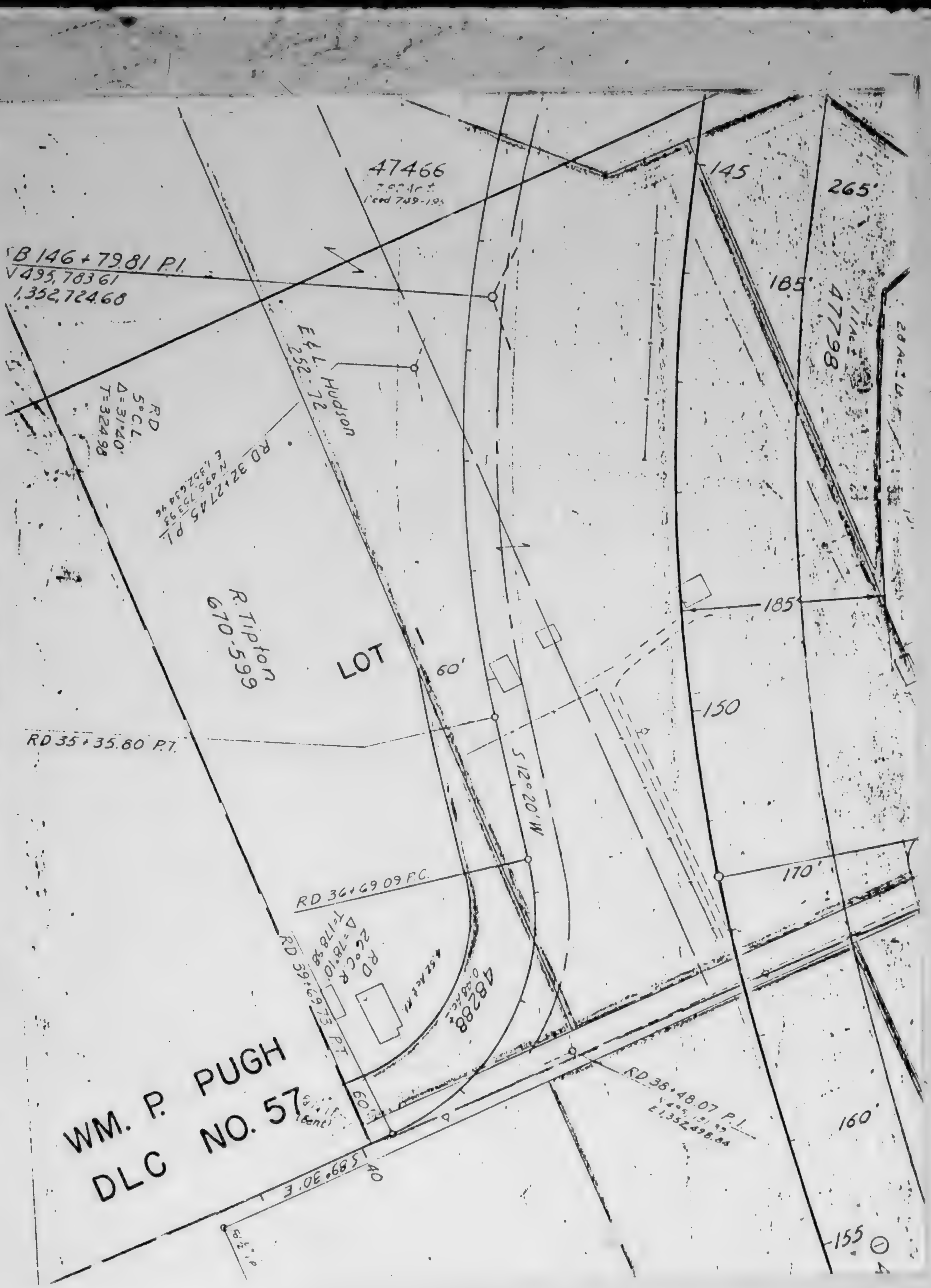
Mr. Tipton stated that he planned to hire an attorney to determine if there was any legal relief available to him. However before proceeding he would like to have the Highway Division make a final review of this situation.

RIGHT OF WAY SECTION
RECEIVED
JAN 30 1976
HIGHWAY ENGR
JAN 30 '76
RJH:ns
REFER TO
FOR
Info | Invest. | R/D | D/R | Sec | Att | F

cc Schroeder
Hunter

Rod J. Henry
ROD J. HENRY
Regional Right of Way Supervisor

Rod Henry - 1-30-76 ehl
No basis for any action at present time - we must maintain status quo 1/29/71.


47466
7.88 Ac ±
Deed 749-195
B 146+79.81 P.I.
N 495,783.61
E 1,352,724.68
E.L.L. Hudson
252-72
R.D.
5°C.L.
Δ=31°40'
T=324.98
R.D. 32+27.45 P.I.
N 495,753.93
E 1,352,634.96
R. Tipton
670-599
LOT
60'
RD 35+35.60 P.T.
S 12°20' W
RD 36+69.09 P.C.
R.D.
25°C.R.
Δ=78°10'
T=178.88
RD 39+69.73 P.T.
0.48 Ac ±
48288
WM. P. PUGH
DLC NO. 57
60'
RD 36+48.07 P.I.
N 495,731.13
E 1,352,698.88
S 89°30' E
40
145
265'
185'
47798
1.1 Ac ±
20 Ac ± Lot
185'
150'
170'
160'
155'

Form FHWA 121 (Rev. 5-73) 9491

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE:
In reply refer to: December 15, 1975

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Heine and Mattson, File No. 47751

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Right of Way Engineer Boyd's letter, dated December 9, provided additional information concerning settlement of File No. 47751. We concur that the State's Right of Way Manual contains sufficient procedures which indicate that negotiations should be handled in a prompt and timely manner. It appears that consideration was given to inflationary factors in reaching a settlement of $22,000. Therefore, Federal funds will participate in our pro-rata share of the settlement.

However, we are not in agreement that an appraisal dated October 15, 1973, should be utilized in optioning a property in June of 1975. While it is agreed one can not set a definite time period for updating appraisals, we believe an appraisal that is almost 2 years old should not be the basis of negotiations during a period when many real estate values are rising. The fact that negotiations were in abeyance for over a year does not alter the necessity to update appraisals. Our position is based upon the requirements of section 301(3) of Title III of Public Law 91-646.

G. L. Green

RECEIVED
STATE HWY ENGR
DEC 22'75
REFER TO
FOR

RECEIVED
STATE HWY ENGR
DEC 18'75
REFER TO
FOR

RECEIVED
DEC 18 1975
Office of
Assistant State Highway Engineer

cc
OSHD (B. Boyd)
OSHD (M. R. Mitchell)

cy Putnam
12-18-75

9491

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 3, 1975

In reply refer to:

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Heine and Mattson, File No. 47751

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

On June 18, 1975 the State optioned the subject property for $22,000 based upon a review appraisal of $19,425 which was dated October 15, 1973. This must be considered an outdated appraisal, particularly during this period of inflation. Similar cases have been discussed in the past. Before Federal funds will fully participate in the settlement, please advise as to the procedures or methods the State will utilize to ensure that settlements are based upon current appraisals.

/s/ G. L. Green
G. L. Green

cc
OSHD (B. Boyd)
OSHD (M. R. Mitchell)

RECEIVED
STATE HWY ENGR
DEC 5 '75
REFER TO
FOR
Info | Invest | R-W | D R | Sign | Act | File

ORIGINAL TO
Boyd - for reply
12-8-75

R. L. [illegible]

RECEIVED
DEC 5 1975
Office of
Assistant State Highway Engineer

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE HIGHWAY DIVISION

August 20, 1975

Mr. William G. Paulus
Paulus & Callaghan
Old Garfield School Bldg. Suite 360
528 Cottage Street NE
Salem, OR 97301

Dear Bill:

RE: File 47684 - Marshal T. Ray
Chemawa Rd.-Hickory St. Sec.
Salem Frwy.
Marion County

Apparently our paperwork was a little slow in the possession withholding amount and we will process this immediately for your client. Our negotiator, Mr. Perry Crosley indicates that he had given the moving allowance forms to Mr. Ray in June and Mr. Ray did not return them. We will have Mr. Crosley immediately contact Mr. Ray and complete the necessary paperwork on the moving allowance. I trust these actions will satisfy you and your client.

Very truly yours,

J. B. Boyd
Right of Way Engineer

JBB:jk

cc: Rod Henry
R L Schroeder

RECEIVED
AUG 21 1975

NOTED
R. L. SCHROEDER

Form 81-734-3122

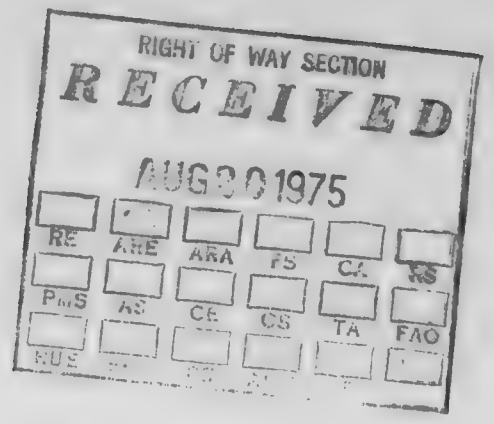
PAULUS & CALLAGHAN
LAWYERS
OLD GARFIELD SCHOOL BUILDING • SUITE 360
528 COTTAGE STREET N.E.
SALEM, OREGON 97301

AREA CODE 503
PHONE 581-1551

JOHN DANIEL CALLAGHAN
WILLIAM G. PAULUS

FRED H. PAULUS, OF COUNSEL
NORMA PAULUS, OF COUNSEL

August 18, 1975



Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RE: Marshall T. Ray
Your File No. 47684

Gentlemen:

Your records will indicate that this office represented Mr. & Mrs. Marshall T. Ray in the sale of their property to the State Highway Department, under your file #47684.

Mr. & Mrs. Ray advised me that they have not as yet been paid the moving allowance and the State still owes them $1,500 as the withhold from the cash settlement even though it has been collecting rent on the premises from the tenants since mid-July.

I would appreciate you contacting me regarding this matter at your earliest opportunity.

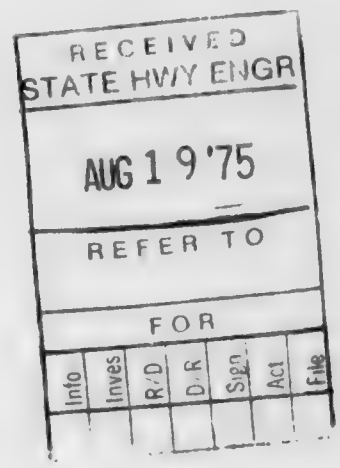
Very truly yours,

PAULUS & CALLAGHAN

William G. Paulus

WGP:do

cc: Mr. & Mrs. Marshall T. Ray



NOTED
R. L. SCHROEDER

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE March 5, 1975

TO R. L. Schroeder
Asst. State Highway Engineer -
Planning

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Proposed Administrative Settlement
File 47684, Heine
Chemawa Rd.-Hickory St. Section
Salem Freeway
Marion County

I am attaching a rough draft of an administrative settlement letter for your information. This property as indicated on the sketch, was a hardship request by a Mr. Heine who was a City Counselman at the time. Mr. Heine owned two parcels of ground at the end of this block, one of which was sold to contract under contract to Mr. Ray. When an offer was made to Mr. Heine he refused saying his property was worth more than this and we do not condemn hardship parcels. Mr. Ray, however, wishes to continue with the acquisition, but will only settle for an amount over the review appraisal.

There appears to be adequate justification for the administrative settlement because of the length of time since the review was made and because of a zoning exception. I would normally proceed and probably settle this case, but based on the problems on I-305, would prefer that you approve proceeding with the acquisition.

JBB:jk
attachment

Original returned to Boyd w/R/W file 3-6-75

3/6/75

RECEIVED
MAR 6 1975
Office of
Assistant State Highway

ROUGH DRAFT

To: File

From: J. B. Boyd
Right of Way Engineer

Subject: Administrative Settlement
File No. 47684

Settlement for the taking is $4,750 over review (Review: Before $24,250, After $4,400, Taking $19,850). This amount is reasonable in view of the time since review (17 months) and a change downward in the review appraisal due to a minor technicality regarding zoning.

The owner was allowed to operate with a slightly changed use from what the property was zoned (U-Haul type trailers instead of camper type trailers). He no doubt could have affected a zone change with a little effort. Had he done this, the review would have stayed at $28,500 for the entirety. Another appraiser or a court could easily have allowed this.

The settlement, as above stated, is hereby recommended and approved by this office.

KAC:mkk:jk

4-11

1-17-75

U. S. DEPARTMENT OF TRANSPORTAT... FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORY STREET (SALEM) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JAN 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
JANUARY 17, 1975

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 305

STATE ROUTE NUMBER
SALEM SPUR 65

GENERAL LOCATION:
SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE HARDSHIP ACQUISITION OF FILE 48387-SHERMER AS REQUESTED IN MR. RULIEN'S JANUARY 10, 1975 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[ ] OTHER (Specify)

FILE 48387-SHERMER

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

Rulien - Boyd
Copy - 1-22-75

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-17-75	C. MacRae	DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Corr
I-305
~~305-6-2~~
D.P.

January 10, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. I-305-5(2) 260
Chemawa Rd.-Hickory St. (Salem) Sec. R.O.W.
(File 48387 - Shermer)

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the basis of hardship. The property is included in the right of way as programmed, however, outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of December 20, 1974 with attachments which sets forth the estimate cost of the property, the hardship which exists, and a sketch map showing the location.

No relocation is involved in acquiring this parcel since there are no improvements on the property.

CL:ww

cc: J. R. Oakes
D. E. Swan
M. Mitchell

I-305

Salem, Oregon
December 18, 1974

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48387 - Shermer
Chemawa Road - Hickory St. Section
Salem Freeway Highway
Marion County

Attached is a description, an authorization and Right of Way prints covering a total-taking hardship case on the subject section, which is the property mentioned in Adrian Olson's letter to you dated December 16, 1974.

Please note that the prints show a proposed right of way line and the areas on both sides of the line for programming purposes.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Vers'eeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 19 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon

December 16, 1974

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Information Request (Hogensen)
Salem Freeway (I-305)
Marion County

TO: J. H. Boyd
Director of Right of Way

Attention: John R. Oakes

9E-7-13

The attached correspondence and deed information has been reviewed and a copy of a portion of the right of way map and the detail map showing the property are attached for your information.

It would appear that an area as indicated would be required from this property. Since details of a linear park, bikeway, etc., have not been finalized and since an uneconomic remainder would appear to exist I request that a total taking be made so that we would have maximum flexibility for future design.

I assume that purchase of property such as this can be made for I-305 at this time and will forward this data to Floyd Scott for description so that processing can proceed after programing with the FHWA. If I am wrong in this assumption, please advise me.

The right of way map will indicate an "area in-area out" for appraisal purposes for participation; however, a total taking should be made since we can not be sure of the design.

ADO:jh
encl.
cc: Floyd Scott (w/encl.)
C. O. Fredrickson (w/encl.)

NOTED
FLOYD O. SCOTT
12-16-74

Hill Villa *Real Estate*
NORMAN HOGENSEN, Realtor
1510 12th STREET S. E. • • • SALEM, OREGON 97302
PHONE 585-8765
Custom Homes . . . Designed and Built

December 10, 1974

State Highway Dept.
Right of Way Division
State of Oregon
Salem, Oregon

Dear Sirs:

Enclosed is a plait of Lot 11, Block 2, Hicks-Jones Subd. on Candlewood, N.E., Salem, Oregon. It has come to our attention that the acquisition of this piece of property will in all probability be necessary by the State Highway Dept for construction of the proposed I-305.

Is it at all possible at this time for you to give us advance consideration as to your plans & a proposal for purchasing this land? My urgent and immediate reasons for this request being that it is involved as "down payment" on the purchase of a new home by the owners--Jack & Martha Shermer, 555 Marine Dr, N.E., Salem, Oreg. Their offer has been accepted subject to making some dispositon, or sale, of the said lot. Sine it would seem logical that the Highway Dept. would be the eventual purchaser of the property we would appreciate your prompt consideration at this time.

If you have any further questions, please feel free to call either Norman or Martha Hogensen at 585-8765.

Yours very truly,

Martha N. Hogensen

Martha N. Hogensen
Acting as Agent for Jack
& Martha Shermer.

Enc/mh

Legal and Tax Information Attached

1 ✓
2

G491 · 10-31-74 L.

DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. I-305-5(2)260

STATE PROJECT NO. CHEMAWA ROAD - HICKORY ST. (SALEM) SECTION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-603

COUNTY NAME: MARION

PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

1974

REFER TO

FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	OCTOBER 31, 1974	INTERSTATE ROUTE 305	SALEM SPUR #65

GENERAL LOCATION:

SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ACQUISITION OF FILE 44617 - NELSON & MORRISON AS REQUESTED IN MR. RULIEN'S OCTOBER 25, 1974 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE #44617 NELSON & MORRISON

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

INCIDENTAL COSTS FOR THE ABOVE AUTHORIZED FILE THAT WERE INCURRED PRIOR TO THE DATE OF THIS AUTHORIZATION RELATIVE TO PARTIAL ACQUISITION ARE NOT ELIGIBLE.

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

ORIGINAL TO
Rulien
Copy - Boyd
10-4-74

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-31-74	for L. P. McArthur	for DIVISION ENGINEER

STOCK OF FORM PR-1240 (REV. 6-68)

Corr
I-305
2 2
~~PRO 6-2~~

October 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem)
Section, ROW
(File 44617 - Nelson & Morrison)

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however outside your previous authorization of August 6, 1970 for complete parcel takings. The property to be acquired is as outlined in red on the attached sketch map.

Enclosed is a copy of Mr. Oakes' Memo of October 23, 1974 with attachments which provides additional information concerning the present status of the file and the hardship which exists, and further requests your expeditious approval and authorization to acquire the property. No displacement of families or individuals will be involved as a result of the acquisition.

CL:bb

Attach.
cc: J. R. Oakes
B. E. Swan
H. Mitchell

9491

REGION 2 ENGINEER
RECEIVED
JAN 30 1974
RE RCE RME RYE ROE
ULE GEO TA FILE

624-1909

Salem, Oregon
January 30, 1974

Gideon Stolz Warehouse

ORIGINAL SIGNED BY
C. O. FREDRICKSON
C. O. Fredrickson
REGION ENGINEER

C. T. Keasey
CONSTRUCTION ENGINEER

NOTED
H. S. COULTER

The latest word which this office has received on the proposal to remodel the subject property for office use was that the property would be leased, preferably to the present occupant. In discussing this with Rod Henry, he advised us that this was not satisfactory to the present occupant, and he has written a letter to this effect, explaining the reasons and also the amount the building will have to be leased for in the future.

Mr. Henry has also written a letter advising this office of the estimated costs for improvement of the parking lot, which is leased in conjunction with the office space at the River Grove complex, and the lease fee for the parking lot space.

We are enclosing copies of these letters and ask that these items be considered in reviewing the feasibility of the proposal as originally submitted. We would be happy to review this question with you again if you feel that there is still a possibility of using this space for Highway Division offices.

cc: H. S. Coulter
E. J. Hall

Try and lease building - If we don't get any takers it might be appropriate to move one of our engrs into existing office space. — Gas pump would be very handy for use by our River Grove crews. —

10-8-74
by Boyd
Keasey
Fredrickson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1974

To: Mr. C. O. Fredrickson
Regional Engineer
Region Office
East Salem Highway Building

SUBJECT: File 44624 - Gideon Stolz
Chemawa Road-Hickory Street
Salem Freeway
Marion County

Yesterday I talked with Jack Anunsen regarding his rental agreement on the Gideon Stolz building. He presently rents the building on a month to month basis for $1,400 per month.

I told Mr. Anunsen that the building would be available on a long-term basis if he were still interested. H said that he was already committed on his new building and that he planned to move by June 30th.

Mr. Anunsen stated that the present building is too small for his operation and he had intended to move even before the State had acquired the property. The Gideon Stolz building has 8,000 square feet of warehouse space. Mr. Anunsen's new building that has already been designed will have 18,000 square feet of warehouse space. The additional space is needed because of anticipated expansion of the business and the change in his operating procedures caused by the Oregon Bottle Bill.

NOTED
F. B. KLABOE

The present rental rate of $1,400 per month is based on the current taxes of $4,200 per year, or $350 per month. The property will be reassessed as of July 1, and the taxes will go to approximately $500 per month. If we continue to rent the building we will have to increase the rental rate to $1,550 per month to compensate for the increased taxes or take a substantial reduction in our rate of return. After Anunsen vacates the building, it is highly unlikely that we will be able to find another tenant at $1,550 per month.

RECEIVED
STATE HWY ENGR
JAN 25 74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ROD J. HENRY
Regional Right of Way Supervisor

RJH:ph
cc J. B. BOYD

cc F.B. Klaboe
Scott Hazelfelter

BP 52475-734

9x141

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: September 19, 1974

In reply refer to: 1041RW.1

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road- Hickory Street
Appraisal—File No. 46919, Morrison & Nelson
Station G 295+00

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

This total property contains approximately 96,386 square feet in two parcels of land separated by unimproved Locust Street. The parcel lying south of Locust Street is a 50' x 130' lot containing 6,500 square feet. The balance of the property is an irregular shaped parcel lying northerly of Locust Street and it contains 89,886 square feet.

Mr. Boice's appraisal contains "before and after" values for the southerly parcel, but the northerly parcel was treated as a "taking only". The northerly parcel remainder contains 41,500 square feet and its value could very well be affected by the taking. In fact, Mr. Boice's appraisal seems to imply this. Mr. Lan, the other appraiser, found both damages and benefits accruing to this remainder.

Because of the complexities involved in this acquisition, we deem it advisable for Mr. Boice to prepare a "before and after" appraisal, or at least submit a letter containing his analysis of the value of the property in both the "before" and "after" situations.

Please have Mr. Boice submit this additional material.

G. L. Green

RECEIVED
STATE HWY ENGR
SEP 20 '74
REFER TO
FOR
Info | Invest | R/D | Right | Eng | Traf | File

CC:
OSHD (Boyd)
" (Mead)

ORIGINAL TO
Boyd - AA
9-23-74

NOTED
R. L. SCHROEDER

8-15-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

FEDERAL AID PROJECT NO. I-305-5(2)260

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO. CHEMAWA ROAD - HICKORY ST. (SALEM) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME: MARION

ITEM NO. 1-603

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	AUGUST 15, 1974	INTERSTATE ROUTE 305 / SALEM SPUR #65

GENERAL LOCATION: SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 48288 - TIPTON AS REQUESTED IN MR. RULIEN'S AUGUST 5, 1974 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)

FILE 48288 - TIPTON

- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

Copy to Boyd 8-21-74 ORIGINAL TO Rulien 8-21-74

RECEIVED AUG 21 1974 Office of Highway Engineer

NOTED A.E. JOHNSON

NOTED R. L. SCHROEDER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-15-74	G. L. Matthews for G. L. Matthews	DIVISION ENGINEER

FORM FHWA-1240 (REV. 6-68) — OBSOLETE EDITIONS OF FORM PR-1240 (REV. 6-68) WILL BE USED

COR
I-305

August 5, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem) Sec. ROW
(File 48288 - Tipton)

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project.

Enclosed is a copy of Mr. Oakes' memo of August 2, 1974 with attachements which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property. There are no improvements within the area to be acquired, therefore, no relocation is involved.

Enc.

CL:dg

cc J. R. Oakes
D. E. Swan
M. Mitchell

4441

August 8, 1974

J. B. Boyd
Right of Way Engineer

C. W. Head
Commission Services

Attached for further processing are two fully executed copies of a demolition contract with J. L. Stanley, Inc., for clearing of the Chemawa Road and Hickory Street Sections of the Salem Freeway, Marion County, Oregon.

I-305

Salem, Oregon
July 17, 1974

Mr. J. B. Boyd
Right of Way Engineer
BUILDING

48288 - Tipton
Chemawa Rd-Hickory St. Section
Salem Freeway
Marion County

Attached is a description, an authorization and prints covering Right of Way for the hardship case mentioned in your letter of July 5, 1974.

This is a partial taking to be purchased after programming with FHWA.

J. H. Versteeg
Road Design Engineer

By

Floyd O. Scott
Right of Way Description Engineer

FOS:rh

Attachments

1 Versteeg ✓
A. Olson
Toppin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUL 17 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE July 5, 1974

TO J. H. Versteeg
Road Design Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Hardship request
I-305

Attached is a request for hardship acquisition and a map of the area.

The pink is the approximate area required for the frontage road. The yellow is his remaining property. Green indicates a possible trade parcel.

Please determine if you can approve to the acquisition as a hardship and if so then can you approve the trading possibility.

JBB:ha
Attachment

½ ✓ add.
3
N

Floyd – area in pink on 1"-50 map attached. Partial taking — purchase after program w/FHWA. ASL 7/12/74

July 5

RIGHT OF WAY SECTION
RECEIVED
JUL 5 1974

RE	ARE	ARA	FS	CA	RS
PMS	AS	CE	OS	TA	FAO
RUE	BPS	DS	ADM	F	

TO: State Highway Dept
Right of Way Section

Re: Property at 2105
Keizer Road - owned
By Tiptons - in Connection
with I-305 - Right of Way
acquisition.

Since The County Planning Commission has turned us Down for re-zoning for development, we contend that the indefinite time table of I-305 Construction is causing an undue hardship in connection with this Property. Therfore request Preferably all of this Property be purchased on a Hardship acquisition basis.

Raymond Tipton
1840 Capitol St S.E.
Salem Ore.
PR # 362-7338.

N.E. Morian
236-218 & 551-430

100

100

LOT

B. Mason
522-553

265'

47798
1.14 Ac

185'

145

150

KEIZER -

47466

LOT

E. L. Hudson
252-12

Newton & Ann Tipton
492-180

RD 29169

RD 26 C R

SB 146 x 79 81 Pl

RD 29169 09 20

RD 29169

SEP 25 1972

WM. P PUGH
DLC NO. 57

25 1972

RD 260 C.R.

RD 29.6 C.R.

N 495.000 E 1,352.000

Salem

J. & H. Downer
536-9

S 6°12'30" W

160

110'

160

56

NO.

DLC

PUGH

NET

Associates, Inc.
644 - 225

SB 156+96.31 POT =
156+96.31 POT (50.17)

4932

1011

1091

1876+

311'

1693

1551

38°46'07" E

(38°46'07" E)

FORM PR-1367

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 35-74-FIN-1

STATE	COUNTY
Oregon	Marion
F. A. PROJECT NO.	STATE CONTROL SECTION OR PROJECT NO.
I-305-5(2)260	Chemawa Rd - Hickory St Section

TO: Mr. F. B. Klaboe, Administrator &
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (J B Boyd)
3. OSHD (J R Mitchell)
4. OSHD (R M Mead)
5. Project File
6. Accounts
7. FIN file

THE ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

46919 - Mills

INELIGIBLE $ _____
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED VOUCHER OR CURRENT BILLING SUBMISSION

EXCEPTIONS TAKEN ON NOTIFICATION NO. 35-73-FIN-29 NOW ELIGIBLE in the amount of $3,000
REFERENCE Fee Appraiser Evan B. Boise's [illegible] letter which was
transmitted by Right of Way Engineer Boyd's letter of March 27, 1974.

REMARKS

Orig. to Boyd 5-30 TAA K.

SIGNATURE J. . Smith

TITLE Financial Manager

DATE

Cm
I 305
Sp

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 27, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

G. L. Green, Division Engineer
Federal Highway Administration
Box 330
Salem, Oregon 97308

J. B. Boyd
Right of Way Engineer

File 46919 - Mills
Chemawa Road-Hickory Street Section
Salem, Oregon (I-305)
Project No. I-305-5(2)260
FHWA Notification Ineligibility No. 35-73-FIN-29

Reference was made in your letter of February 27, 1974 to a "supervisory review". No supervisory review was made. Letters written on December 18, 1972 and December 20, 1972 by R. J. Henry and J. R. Oakes set forth Administrative reasoning in justification for the settlement over review. A written justification is not a formal review and of course would not have been necessary if the settlement had not been higher than the review. (See Paragraph 2, PPM 80-4).

It is acknowledged an error was made in the State's December 11, 1973 letter in quoting the price per square foot in the sale of Potter to Mills. The $1.38 figure used is the price asked by Mr. Mills in listing the property after he purchased it. He had actually paid $1.15 per square foot for the property in August, 1971. Of the five sales and one listing quoted, four were vacant properties. The improved properties were included as evidence of the value of the Porter property which was vacant and unimproved land and to which we contend the Mills property, as vacant, is equal in value. The sale of Roundup properties to Candelaria Investment Company in March 1971 was a vacant piece of property which sold for $1.56 per square foot. The sale of Teeter to an undisclosed buyer in March 1973 was $2.06 per square foot. It was vacant. The sale

NOTED
R. L. SCHROEDER

Tracy to Roderick in March 1972 was $1.12 per square foot and was also vacant. The sale Hollis and Martindale to Roderick in August, 1972 was at $1.38 per square foot. There were two small rental houses located on it. A listing which was also used in the Porter appraisal was at $1.38 per square foot. This was vacant property.

The value indicated by these sales for the Porter property was $1.25 per square foot for bare unimproved land. The Porter land is no better in quality than the Mills land. The small house as indicated by the relocation study has a contract rent of $80.00 and probably would have an economic rent of a somewhat higher figure. The holding value of $2,000 is not unrealistic. Mr. Mills was holding the property (until the State needed it for highway construction) until it could be disposed of at or near $1.50 per square foot.

Mr. Boice states in his latest letter of March 19, 1974 (copy attached) that it is reasonable to assume the property would have been zoned commercial in the near future. It gives his analysis of the zoning information as it affects his value as of September, 1972. In his last paragraph he indicates that had he recognized the probability of a zone change at that time, considering only the normal growth of this area, the property "would have been (valued) between $1.25 and $1.50 per square foot." This, together with the fact that Mr. Mills paid $1.15 per square foot for subject in 1969, very definitely supports our contention that the property was worth either $1.25 plus the improvement or $1.38 including the improvement at the time of acquisition.

We trust that the foregoing will explain the State's position and that you will now consider this file as being fully eligible for participation.

RFS/MM/bdr
3/27/74
Enc.
cc: F. B. Klaboe
R. L. Schroeder
L. W. Rulien
V. E. Skoog
M. R. Mitchell

EVAN B. BOISE
Appraisals

PHONE 585-6758
180 COMMERCIAL ST. N.E.
SALEM, OREGON 97301

March 19, 1974

Mr. Robert Friess, Regional Appraiser
Oregon State Highway Division
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

In Re: File 46919 - Mills
Chemawa Road - Hickory Street
Salem Freeway
Marion County

Dear Mr. Friess:

In previous letters of September 25, 1973 and December 3, 1973 concerning your file # 46928 - Webster et ux, which is located somewhat to the north of subject property I enclosed a number of IC, industrial-commercial, and CO, commercial-office, sales and stated that due to the construction of the Fred Meyer Shopping Center and the continuing development of this particular area which is located between the Keizer area and the City of Salem that I felt that it was possible that a zone change could be obtained. As this property, file # 46919 - Mills, is located directly across the street from a beer distributorship, in a block which is largely undeveloped and available to be developed to its highest and best use, I would feel that it is "reasonable and proximate" that a zone change could also be obtained here.

The fact that the property was purchased by Mr. Mills, who has been on the local planning council, is presently on the Salem City Council, and is a local contractor, would lead me to believe he was of the opinion that he could obtain a zone change on this particular property. In fact, on sale sheet # 7

DISTRIBUTED
MAR 21 1974
APPRAISAL SECTION

which was included in the Webster File No. 46928, and dated September 23, 1972 and June 19, 1973, under the remarks and motives I stated that Mr. Mills felt that due to the character of the neighborhood that he could get a zone change to a commercial use. On the sale sheet in the Mills appraisal, Sale # 1, I stated that Mr. Mills felt that the highest and best use after the I-305 had been completed would be for a service station. I did not give the property additional value at that time due to the fact that I-305 was being considered: I appraised the property in 1972 for $15,000.00 which is what Mr. Mills paid for it in 1969.

I think that values had increased in the area due to inflation, the increased business activity in Keizer and the additional interest created by the Fred Meyer Shopping Center to a point where a commercial highest and best use for subject property would have been "reasonable and proximate". Judging from the sales previously sent you, I would feel that the value of a corner parcel in this location containing 13,000 square feet would have been between $1.25 and $1.50 a square foot in September of 1972.

Very truly yours,

Evan B. Boise, SREA

EBB/bl

CON
I 305

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 27, 1974

In reply refer to: 10-41.6

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
File 46928 Webster & File 46919 Mills
Ineligibility Notification 35-73-FIN-29
and 10-35-73-FIN-30

FROM : G. L. Green, Division Egnineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based upon the information provided in Mr. Boyd's letter of December 11, 1973 Federal participation has been fully restored on file 46928 - Webster.

Concerning file 46919 - Mills, the analysis provided by the Appraisal Section does not fully support a valuation of $18,250 ($1.40 a square foot).

1. No support was provided from the original appraiser as to how the zoning information obtained from the Salem Planning Commission would affect his appraisal of $15,000. If such information is provided the analysis would have to be as of the date of the acquisition of the property.

2. The post-settlement supervisory review substantially raises the original review appraisal. The credibility of supervisory reviews would be greater if performed prior to consumation of settlements. See paragraph 5 of PPM 80-3.2.

3. The post-settlement review indicates a land value of $1.25 a square foot based upon several sales from the Porter appraisal. Even though several of these sales were improved with residences, this factor does not appear to have been considered, because an additional $2,000 was added for the holding value of the improvements. Further, one sale was shown as $1.38 a square foot but the sales sheet indicated $1.15 a square foot.

G. L. Green

(Original to Boyd TAA 3-5-74)

NOTED
R. L. SCHROEDER

RECEIVED
MAR 5 1974
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
FEB 28 '74
REFER TO
Boyd Schroeder
FOR
Info | Invest | E/D | D/R | Sign | Dict | File

Con
I. 3
-8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 11, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

G, L, Green, Division Engineer
Federal Highway Administration
Box 330
Salem, Oregon 97308

RECEIVED
STATE HWY ENGR
DEC 11 '73
REFER TO
FOR
Info | | J/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

J. B. Boyd
Right of Way Engineer

File 46919-Mills
File 46928-Webster
Chemawa Road-Hickory Street Section
Salem, Oregon (I-305)
Project No. I-305-5(2)260
FHWA Notification Ineligibility No. 35-73-FIN-29
and No. 10-35-73-FIN-30

Further questions were raised by the Federal Highway Administration as to the appraisers selection of highest and best use for the subject property. Attached is an additional letter from Mr. Evan B. Boise wherein he states that there would be no change in his value were the subject properties zoned to "C-O" Commercial-Office. Although he had used some commercial sales in his previous appraisals, these sales that he now includes are further evidence that there would be no change in value should the zoning be Commercial-Office rather than Commercial-Industrial.

We hope this completely answers the questions raised about File 46928-Webster.

Regarding File 46919-Mills, it is felt that the State's settlement at $18,000 can be justified in the following manner. We, of course, agree that it had been reviewed for an amount of $15,000. This was at the rate of $1.00 per square foot which is substantially below the appraised value of the Webster property. It should be considered that it is below the value of the Porter property which was reviewed at $1.25 per square foot. This review was based upon the probability of a zone change to Commercial-Office. The Porter property is located on the corner of Broadway and Biler Street which is across from the Fred Meyer Shopping Center. Mr. Hopkins appraised the Porter property along with Mr. Parker and Mr. Carl Smith who is now deceased. The property was reviewed on the basis

of Mr. Hopkins' appraisal. Some of the sales he used are: Potter to Mills, 1605 Broadway, at $1.38 per square foot; Roundup Properties to Candalaria Investment Company, 3000 Broadway, at $1.56 per square foot; Teeter to an undisclosed buyer, 3600 North River Road, at $2.06 per square foot; Tracy to Rodrick, 4305 River Road North at $1.12 per square foot; Hollis and Martindale to Rodrick, 4335 and 4365 River Road North at $1.38 per square foot. He also used a listing at 4800 Block which was owned by a Mr. Long at $1.38 per square foot. The Porter property (File 44566) is very similar to the Mills property (File 46919) which is in the same area with potential of a "C-O" zone. The review at $15,000 for the Mills property included land at $1.00 a square foot, for a total of $13,000 and improvements at $2,000. The $2,000 for the improvements is a holding value for an interim improvement until the property could be utilized as a commercial site. We feel that the improvements do add a value to the presently improved property even considering its potential as commercial property for if the full value were put on the property we could not apply the square foot value of $1.00 as shown in Mr. Flanagan's review. If $1.25 is applied to the 13,000 square foot in the Mills property, the land value would be $16,250. An additional $2,000 as holding value for the improvements would bring the total value of the property to $18,250. On this basis, an $18,000 settlement is completely within reason and well justified. We see no reason why $1.25 per square foot could not be applied to the Mills property as it is a corner lot at Hickory and Liberty Street.Its situation is as advantageous as the Porter property. It is a better property than the Webster property which is an inside lot located on Taylor Street NE and is the second lot away from Liberty Street. Therefore the .15 differential is justified.

This office feels it has answered and completely satisfied all the questions posed by the Federal Highway Administration and both of these files should now become fully participating.

May we hear from you as soon as possible.

RFS/bdr
cc: F. B. Klaboe
A. E. Johnson ✓
L. H. Young
V. E. Skoog
M. R. Mitchell

CON
I

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 15, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street Section
File 46928 Webster & File 46919 Mills
Ineligibility Notification 35-73-FIN-29
and 10-35-73-FIN-30

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 16 '73
REFER TO
Plan
FOR
Info | Invest | R/D | D/R | Sign | Act | File
Orig
cy all

Right of Way Engineer Boyd's November 5 letter requests full Federal participation in the cost of acquiring the above mentioned properties based upon Appraiser Boise's September 25 letter and Right of Way Agent D. L. Hopkins' October 26 memorandum.

Concerning File 46928 it should be noted that Mr. Boise's letter assumes a zone change could be obtained to IC which is Industrial-Commercial. Mr. Hopkins letter, which was confirmed by Richard S. Knowles, Chief Planner for the Salem Planning Commission, indicated that such a zone change would not probably be allowed along the east side of Liberty Street. He indicated that a zone change to CO (Commercial Office) would probably receive favorable consideration limited to the block between Liberty and Fourth Street. Inasmuch as the information obtained by Mr. Hopkins seems better supported the State should have Appraiser Boise evaluate the situation based upon zoning changes being limited to CO Commercial Office.

Concerning File 46919 the State's settlement was at the rate of $1.39 per square foot which substantially exceeded the State's appraisal and review appraisal of $15,000 which was at the rate of $1.15 per square foot. The $1.39 per square foot figure is substantially above the $1.10 per square foot figure established by Mr. Boise on File 46928 which was on the basis of IC Commercial-Industrial zoning.

Recent reviews indicate a tendency for some fee appraisers to make assumptions that zone changes can be secured without providing documentation from city planning commissions. In view of the fact that zone changes in many instances meet with public opposition and zone changes may have to face the test of the Fasano ruling we believe that appraisers and review appraisers must provide better documentation for zone change assumptions.

for G. L. Green

CON
I-305
Y2

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 5, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

G. L. Green, Division Engineer
Federal Highway Administration
Box 300
Salem, Oregon 97308

RECEIVED
STATE HWY ENGR
NOV 6 '73
REFER TO
FOR
Make | Inves | R/D | D/R | Sign | Act | File

NOTED
A. E. JOHNSON

J. B. Boyd
Right of Way Engineer

File 46919-Mills
File 46928-Webster
Chemawa Road-Hickory Street Section
Salem Freeway (I-305)
Project No. I-305-5(2)260
FHWA Notification Ineligibility No. 35-73-FIN-29 and
No. 10-35-73-FIN-30

The question was raised by Federal Highway Administration as to whether the subject properties would have been zoned by the City of Salem commercially without benefit of the highway improvement. The attached two letters indicate that such would have been the case. The first letter is from the appraiser, Evan B. Boise who states that in his opinion the properties would have had been zoned "Commercial." The second letter is from Mr. D. L. Hopkins, Right of Way Agent. This letter relates the city's intention regarding the zoning if the property had not been in the way of the I-305 Freeway. Mr. Richard L. Knowles has agreed to the content of this letter by so stating below Mr. D. L. Hopkins' signature.

We now feel that the above files should be on a fully participating basis. It would be appreciated if the Federal Highway Administration could expedite their decision on the matter as the Webster file has been held in a static condition pending this decision.

RFS/bdr
cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E.Skoog
M. R.Mitchell

RECEIVED
SEP 26 1973
DISTRICT 11
R/W. OFFICE

EVAN B. BOISE
Appraisals

PHONE 585-6758
180 COMMERCIAL ST. N.E.
SALEM, OREGON 97301

September 25, 1973

Mr. Robert Friess, District Appraiser
Oregon State Highway Division
East Salem Highway Building
3960 E. State Street
Salem, Oregon 97310

In Re: File No.: 46928
Name: Webster, et ux
Sec.: Chemawa Rd. - Hickory St.
Highway: Salem Freeway
County: Marion
Fed. Project No.: I-305-5(2)

Dear Mr. Friess:

Apparently in my revised appraisal form of June 20, 1973, I did not go into enough detail to explain why I felt that subject property could have a commercial highest and best use and that I was not basing this zone change on the fact that a new freeway was under construction in the neighborhood.

As the Keizer area grew in size southerly towards the City of Salem, the Salem area was also growing northerly towards Keizer. The area between the extremities of the City of Salem and the Keizer District was largely undeveloped between Cherry Avenue and North River Road. This had been a large farm which had been under one ownership for a number of years and was now a logical place for a commercial shopping area that could short stop traffic between the Keizer area and the City of Salem. The first commercial development here was the Fred Meyer North Shopping Center. Prior to the Fred Meyer purchase, the Northwest Natural Gas Company had purchased property immediately to the north of the shopping center property and built an attractive building. Subsequent to the shopping center a Taco Bell Restaurant, a branch bank, a Colonel Sander's chicken drive-in and a Sir Loin Restaurant have been constructed.

R.E.D. 9-26-73

In the revised appraisal there was a zone map which showed subject property being one lot away from Liberty Street which at this point had an average daily traffic count in 1970 of 2,900 cars, and an IC zone on its westerly boundary. The appraiser also mentioned the fact that Broadway Street which was two blocks away carried 12,900 cars per day in 1970. Other commercial developments in the area include one of Salem's best restaurants at the corner of Pine and Front Streets which is approximately three blocks away; this area is boardered on its southerly boundary by a large commercial office complex. All of these units are located in a IC, industrial-commercial zone.

The appraiser did not feel that the property would have a commercial highest and best use due to the fact that the I-305 was coming through the area; he felt that in the normal course of events with the Keizer District and the City of Salem growing together and with the number of streets carrying large amounts of traffic in the neighborhood, with an IC, commercial zone, across Liberty Street to the west and with the Fred Meyer North Shopping Center being an established fact, that it would be logical to assume that subject property could obtain a zone change to IC, industrial-commercial.

Very truly yours,

Evan B. Boise, S.R.E.A.

EBB:bl

P.S.: Subject property would have a typical value for the house and lot as of the date of the taking as follows:

House - - -	$ 9,350.00
Lot - - - -	3,350.00
Total - - -	$ 12,700.00

ZONE CHANGE PROBABILITY

Chemawa Road-Hickory Street Section
Salem Freeway
I-305-5(2)260

In my investigation to determine the probability of obtaining a zone change in the area shown in color on the attached zoning map, I met with Mr. Richard L. Knowles, Chief Planner for the Salem Planning Commission to discuss the matter. Mr. James R. Cline of the Planning staff was present during part of the meeting. I was aware that the RS single family zoning probably would not be changed until completion of I-305 or until such time that the linear park boundaries are finalized. Afterward, the adopted comprehensive land use plan would permit RM multiple family use on the easterly side.

Our conversation was limited to what the City of Salem's present attitude or policy would be if there was not any highway plan, now or in the foreseeable future. The following report is submitted:

1. Zone change to either IC industrial commercial, CR retail business or CG general business would probably not be allowed along the east side of Liberty Street, N. E. owing to the joint opposition of the Planning Commission and City Council to any further strip development in Salem.

2. Zone change to CO commercial office use would receive favorable consideration due to:

   A. The good results the city has had with this zoning in other parts of Salem. Mr. Knowles thinks it is quite compatible with adjoining homes and adjacent single family neighborhoods, primarily because of the type and style of office construction and the restrictions in the ordinance relative to setback, parking and landscaping requirements.

   B. There is very little CO zoning in the north part of Salem and relatively little elsewhere in the city.

   C. The recent Fasano ruling by the Oregon Supreme Court, putting the burden of proof on the petitioner that a zone change must be both needed and for the public good, would be somewhat ameliorated due to "B" above and to the fact that the subject neighborhood has depreciated to the extent that most office developments would probably be an improvement to the area.

probably

3. CO zoning would be limited to the block between Liberty and Fourth Streets as a buffer between IC land west of Liberty and RM land east of Fourth. Inasmuch as CO zoning allows any use permitted in an RM district, the one-block wide strip would not be a true buffer per se.

4. In that much of the area is comprised of low cost and older type homes which Mr. Knowles feels is necessary for housing of elderly people and families of low income, it is his opinion the Planning Commission and City Council would prefer to retain the residential character of the neighborhood for awhile - short of the point of it becoming a blight area. Consequently, they would not be interested in rezoning the area all at once. Instead, it would be held to a gradual change over a period of time and would provide the City the means to control the use and type of development on each individual parcel, i.e., would require plans to be submitted and approved before granting any zone change.

Based on the above information, it appears reasonable to assume that a zone change from RS to CO could be obtained if the proposed highway had not been planned.

D. L. HOPKINS
Right of Way Agent

DLH:bh
cc RICHARD L. KNOWLES

October 26, 1973

The above statements are an accurate representation of discussions held between Mr. Hopkins and myself.

Richard L. Knowles

WILLAMETTE

ISLAND

NORTH RIVER

RIVIERA DR.

CR

BLILER

MAPLETON ADD

TRYON

TAYLOR ST NE

PENROD ST

BLILER AV NE

TRYON AV NE

RSFC

HICKORY ST.

RIVER-

PINE ST.

PARK

Voc.

GROVE ST.

COLUMBIA ST. NE

ACADEMY ST. NE

ST. NE

SPRUCE

HIGHLAND AV.

5TH.

SCHOOL

LOCUST ST

HICKORY ST

PINE ST

1 AV NE

Humbird Add

Taylors Add

Penrod Add

Mapleton Add

Riviera Add

Vo 2000

Vo 2050

WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS

REVISED: 1/1/74

Form FHWA 121 (Rev. 5-73)

En
I 305
6

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 11, 1973

In reply refer to: 10-35.6

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
File 46919 - Mills - Ineligibility
Notification 35-73-FIN-29
File 46928 - Webster - Ineligibility
Notification 10-35-73-FIN-30

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the justifications for the excess payment on the Mills file as outlined in Mr. Boyd's letter of August 28, 1973. We have also reviewed File 46928 - Webster which involves the same set of factors concerning valuation and settlement. Attached are copies of the ineligibility notifications on these two files.

In both cases it has been assumed that zoning could be changed to commercial even if the freeway were not constructed. As you are aware we cannot participate in any increase in the fair market value of real property prior to the date of valuation caused by the public improvement for which such property is acquired or by the likelihood that the property would be acquired for such improvement. It has not been documented satisfactorily that the local authorities would change the zoning to commercial if the freeway were not constructed. To the contrary there are indications in some of the files (44617, 46367, 46921) which tend to indicate that if the freeway was not built the area would be considered for multiple residential usage.

Furthermore the State must acquire File 44617 which is in the same area and the assumptions made on zoning will materially affect the valuation of the property.

If documentation can be provided to support the State's position we will reconsider the ineligibility notifications.

G. L. Green

Enclosures

RECEIVED
STATE HWY ENGR
SEP 13 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sch | Rel | File

Orig -

I-305-5(2)260

FORM PR-1367
(7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 35-73-FIN-29

STATE	COUNTY
Oregon	Marion
F. A. PROJECT NO. I-305-5(2)260	STATE CONTROL SECTION OR PROJECT NO. Chemawa Rd - Hickory St Section

TO: Mr. F. B. Klaboe, Administrator &
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (J B Boyd)
3. OSHD (M R Mitchell)
4. OSHD (K M Mead)
5. Project File
6. Accounts
7. FIN file

ITEMS IDENTIFIED BELOW ☒ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

File 46919 - Mills

This file was optioned for $18,000 on December 15, 1972 at an amount that substantially exceeds the review appraisal. The justification in the State's records for the settlement is based upon a settlement negotiated for a property across the street from the subject file. The subject file is zoned residential and the file across the street is zoned commercial. A reading of the appraisals on the subject file as well as adjoining files (on the same side of the street) indicate that the owner of the subject file purchased the property in anticipation that it would be zoned commercial after construction of the freeway. A reading of the appraisals tends to indicate that if the freeway was not built the area would be considered for multiple residential usage. (See Files 44617, 46367, and 46921.) Settlement not adequately justified.

INELIGIBLE $ 3,000 (IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
Original signed by: D. F. Smith	Financial Manager	July 25, 1973

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

FORM PR-1-367
(7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 10-35-73-FIN-30

STATE	COUNTY
Oregon	Marion
F. A. PROJECT NO. I-305-5(2)260	STATE CONTROL SECTION OR PROJECT NO. Chemeva Road-Hickory Street

TO: Mr. F. B. Klaboe, Administrator &
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (J B Boyd)
3. OSHD (M R Mitchell)
4. OSHD (H M Mead)
5. Project File
6. Accounts
7. FIN file

ITEMS IDENTIFIED BELOW ☒ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

File 46928 Webster

Fee Appraiser Boise originally appraised this file for $14,000 on the basis that the highest and best use was as developed and as zoned - i. e., single family residential. The appraisal has been raised and reviewed at $20,500 with the reason given for the revision: "The rest of the block has been put together by speculators with the intention of getting a zone change, thus changing the highest and best use of the property." The appraiser further states: "The appraiser assumes that due to the character of the neighborhood that a zone change could be obtained from residential to commercial." A reading of appraisals on adjoining files (44617, 46367, and 46921) tends to indicate that if the freeway was not built the area would be considered for multiple residential usage. The question involved is whether or not zoning would be changed to commercial if the freeway were not constructed. The fact that property is being assembled in the area for future possible:

(more)

INELIGIBLE $ 6500 (IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
Original signed by D. F. Smith Financial Manager D. F. Smith	Financial Manager	August 20, 1973

*STRIKEOVER IF NOT APPLICABLE

GPO 937-282

commercial usage after the freeway is constructed would not ordinarily be considered in the before valuation (see Section 301(3) of Title III of PL 91-646).

Inasmuch as the position taken on this case will also affect the property being acquired under File 44617 it is required as a basis for Federal participation that the matter of zoning changes by local authorities that would have been granted if the freeway was not constructed be fully explored and documented. This would ordinarily include a contact of the local zoning authorities with any written support that is available.

August 28, 1973

Glen L. Green
Federal Highway Administration

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Subject: 35-73-Fin-29
File 46919-Mills
Chemawa Road - Hickory Section
Salem, Freeway
Marion County

The citation for $3,000 is based primarily on the fact that the file was optioned for an amount over the review appraisal because the property had a possibility of being zoned commercial. It is apparent from viewing the zoning map (a copy of which is attached) that the river side of Liberty from North River Road to the center of town is all zoned industrial-commercial, the property to the east is residential multiple, and the probability of these changes to commercial on the opposite side of Liberty are real because of other residential single relationship.

It is my belief that these changes are possible without the construction of the freeway and admittedly the changes will probably be enhanced by the construction of the freeway. I do not believe it unreasonable to assume the possibility in the appraisal process because of the great preponderance of the property in the vicinity being IC zone land.

A recent settlement under file 44740-Allen made by the legal staff was based on the assumption that they could not convince the jury that the house and the noncomforming lot was of no value and the settlement in that case was at $1.79 per square foot. Commercial values in this area are rising and are well documented at $1.50 per square foot. This property purchased at $1.38 a square foot is, easily justified. This settlement, therefore, was in the best interest of all concerned. Please place this file in full participation.

JBB:CM
cc F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
M. R. Mitchell

94491

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 13, 1974

SUBJECT: Legal Settlement, File No. 44760(L-6746), Allen

In reply refer to: 10-41.61/411.21
XRef: I-305-5(2)260

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

During a recent review of this file it was noted that title was vested in the State on November 27, 1972 by virtue of a stipulated judgment which was entered on that date. Possession was taken on February 29, 1973. Through negotiations taxes were pro-rated as of the date of possession.

Because this procedure seemed at odds with Section 303(3) of Public Law 91-646 it was submitted to our legal counsel and we have received the following opinion:

> "We are of the opinion that the State is required to pay these expenses as specified in Section 303 and may not pay a lesser amount pursuant to negotiations with the property owner with respect to the value of the property. Section 303 provides that the State 'shall reimburse the owner' for the specified expenses incurred in transferring title (emphasis added). Section 303 does not contain any language which would support the position that such expenses are negotiable."

G. L. Green

RECEIVED
STATE HWY ENGR
MAY 15 '74
TO

Original to Boyd
TAA 5-20-74

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
STATE HWY ENGR
MAR 6 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 4, 1974

In reply refer to: 10-41.6/412.4
XRef: I-80N-1(27)00
I-305-5(2)260

Oregon Project I-305-5(2)260
Chemawa Rd - Hickory St Section
File 44606

SUBJECT: Oregon Project I-80N-1(27)00
Mt Hood Freeway
File 46428

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Relocation Supervisor J. J. Smith's February 19, 1974 letter requests further clarification concerning adjustments to rent additives due to a relocatee moving from private housing to subsidized housing. In the case of File 44606 our Washington office has advised:

"From the correspondence submitted, the following is our understanding of the facts: Mrs. Teresa Brown, a tenant relocatee, who apparently is entitled to four installments of $406 each, has received her first two payments. At the time of her third payment, it was determined that she had moved into housing that was subsidized by the county housing authority. She also receives a welfare payment that includes a certain amount for rent. Reference is made to the question as to whether the amounts of payments other than as authorizedby PL 91-646 can be affected by the relocation payment and whether as claimed by the State there has been a duplication of payments.

"The request for reconsideration of our position concerning 'duplicate' payments under Section 216 was referred to the Office of the Chief Counsel for a legal opinion. Counsel's office endorses our previous answer of November 21, 1973, to Mr. T. A. Knotts which in effect says that the burden of avoiding 'duplicate' payments should be placed upon those agencies that subsequently provide such payments."

Concerning file 46428 it is our understanding that the State originally calculated a rent supplement of $2,928. Because the relocatee chose to move into subsidized rental housing the State adjusted the rental additive to $1,152. After claiming first annual installment it was necessary for the relocatee to move to private housing. Under these circumstances we concur with Mr. Smith's February 19 letter which states in part " it is our opinion that the relocatee on File 46428 is justified in requesting that the rent supplement payment to her be increased at this time because of her enforced removal from subsidized housing." To do otherwise would not be in the spirit of the Uniform Act which is to provide fair and equitable treatment of persons displaced.

RECEIVED
MAR 6 1974
Original to Boyd TAA
3-7-74

G. L. Green

Ryan H
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Chemawa
Hatchery

February 19, 1974

TO: Vernon V. Cueack, Acting Division Engineer
Federal Highway Administration

FROM: J. J. Smith, Relocation Supervisor
Oregon State Highway Division

SUBJECT: Our File No. 46428 – Mr Hatch – 0[illegible]
Your letter 10-41.6, dated February 7, 1974
Your letter 10-35.6/412.4, dated November 30, 1973
J. M. O'Connors' letter HRW-20, dated July 26, 1972 J 305
Our letter re: File No. 44606, dated December 6, 1973,
addressed to G. L. Green

We have a letter dated February 8, 1974 regarding File 46428 from our relocation officer in our Metropolitan Portland Regional Office. We attach a copy of that letter hereto for your consideration.

As discussed with Mr. Mathias, Mr. Joe Schutz and Attorney Zotter the matter of revising rent supplement payments upward or downward has merit or it has not depending upon which one of the various letters shown above take precedence. This office has given much consideration to this problem. It is our opinion that the relocatee on File 46428 is justified in requesting that the rent supplement payment to her be increased at this time because of her enforced removal from subsidized housing. However, it is also our considered opinion that in the case of the relocatee on File 44606 the rent supplement should be revised downward for the period during which this relocatee inhabits publicly subsidized housing.

We respectfully again request that this matter of adjustment of rent supplement payments be again considered by your organization. We realize that this is a touchy subject and one which your organization is hesitant to rule upon in favor of adjustment of the rent payments.

- more -

NOTED
R. L. [illegible]

This is not an attempt on our part to aggravate the situation nor to be annoying with a repetition of the same question. We do however face the responsibility of answering Mr. St. Clair's letter so that equity may be the ruling motive behind our decision.

May we please have a early reply.

JJS:ks
ATTACHMENT
cc: F. B. Klaboe
R. L. Schroeder
L. H. Young
V. E. Skoog

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 7, 1974

In reply refer to: 10-41.6

SUBJECT: Oregon Project I-3-5(2)260
Chemawa Road - Hickory St. Section
File 44606

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Relocation Supervisor J. J. Smith's December 6, 1973 letter made several suggestions concerning adjustment of rental additives and payment of rental additives in order to avoid the possibility of duplicate benefit payments. Mr. Smith felt that Sec. 216 of PL 91-646 precludes certain governmental agencies from making any changes in their money benefits on the basis of rental additives made pursuant to the law.

Our Washington office has reviewed the suggestions and advises that the maximum amount for which a person is eligible should be determined on the date of displacement and the payments should be based on the first decent, safe, and sanitary dwelling that the person occupies. To do otherwise will place the State in the position of increasing or decreasing payments in response to factors not directly related to displacement.

Concerning the suggestion that benefits of $500 or more be made in four payments, OMB and FHWA procedures were on this basis but were changed to require annual installments only if the payment exceeded $2000 (see Par. 6.2(5) of the May 1, 1972 OMB Guidelines).

In hearings on March 15, 1973, before the House Public Works Committee, HEW acknowledged these problems but opposed the amendment of Sec. 216 taking the position that it could be solved by HEW administratively. Since that time there have been several meetings on this issue involving HUD, HEW, GSA, and FHWA. In view of this payments should be made in accordance with the Uniform Act and its implementing procedures. The burden of avoiding "duplicate" payments should be placed on those agencies that subsequently provide such payments, especially in view of HEW's March 15 position. It should be noted that Sec. 216 relates only to payments made under Federal law. There is no need under Sec. 216 for "duplicate" payments made under State law unless State law so requires.

(more)

Copy to Engr
Hist 2-12-74

NOTED
R. L. SCHROEDER

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We recognize that the problem raised in Mr. Smith's letter has not been fully resolved but has been recognized in the hearings of the House Public Works Committee. Under these circumstances payments should be made in accordance with the Uniform Act and implementing procedures.

Sincerely,

Vernon V. Cusack

Con
I 305
Mp

December 6, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM: J. J. Smith, Relocation Supervisor
Oregon State Highway Division

SUBJECT: Our File 44606
Chemawa Rd.-Hickory St. Section
Salem Freeway

Your letter November 30, 1973
10-35.6/412.4
XREV: I-305-5(2)260

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REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Please refer to your letter above.

Be advised that payment of the rent supplement installment has been approved for Mrs. Brown.

Your last paragraph contains instructions to be included in our State procedures. You make the assumption that duplication of subsidized payments will thus be eliminated. Please refer to the 1970 Act - PL 91-646, Section 216. The inclusion of "or any other Federal law" effectively precludes other agencies from making any change in their money benefits on the basis of replacement payments made pursuant to PL 91-646.

It is therefore quite obvious that any effort to correct the inequities in this and similiar situations must of necessity originate within the policy making section of your organization. We therefore make the following suggestions;

(1) when a relocatee changes his rental residence during the period covered by a rent payment the next payment be adjusted to reflect the change, if indicated.

(More)

(2) the lump sum payment be reduced to amounts of less than $500. Benefits of $500 or more to become payable over the present four year period.

The recent change which raised the lump sum rent benefit payment to $2000 is assumed to be in response to agencies encountering difficulties handling the annual payments. Our procedures have produced no troublesome accounting requirements. We will gladly share our knowledge and experience with other agencies upon request.

It is requested that these suggestions and our letter of November 14, 1973 be forwarded to your policy makers for possible revision of PPM 81-1.3.

JJS:ks
cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 30, 1973

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Rd - Hickory St Section
File 44606

In reply refer to: 10-35.6/412.4
XREF: I-305-5(2)260

FROM : G. L. Green, Division Engineer

NOTED
A. E. Johnson

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Relocation Supervisor J. J. Smith's November 14, 1973 letter requested a policy decision concerning a rent supplement payment to Mrs. Teresa Orsulich Brown.

The data submitted indicates that the rental payment was computed on, and that Mrs. Brown relocated into private decent, safe, and sanitary housing. This qualified her for the full benefits of the uniform act and more specifically for the full rental replacement housing payment so computed. The remaining annual payments may be made with Federal-aid participation.

The other agencies who furnished subsidization for her rent should be notified in writing of the payments being made under the requirements of the uniform act so that they may make any adjustments deemed necessary to prevent duplication of payments from public funds. State procedures should include instructions to all operating personnel that similar cases of this nature should be brought to the attention of other agencies when they are furnishing subsidized rental funds.

for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 3 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9491

FORM E 90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE March 1, 1974

TO MEMO TO FILE

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Files 47332 and 47323
Chemawa Road-Hickory Street Section
Salem Freeway
Marion County

The above two property owners are being sent a letter of offer. We will not condemn either of these properties unless the region supervisor indicates there is some improvements being contemplated or begun. We will hold any further action such as filing the complaint until a decision is reached on the future of I-305 or a change in improvements become evident.

JBB:HA

cc F. B. Klaboe
R. L. Schroeder
Walt Barrie
Rod Henry

RECEIVED
MAR 1 1974

NOTED
R. L. SCHROEDER

I 305

OREGON STATE HIGHWAY DIVISION

East Salem Highway Building
2960 East State Street
Salem, OR 97310

1/2 Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
FEB 28 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

February 27, 1974

Mr. Larry Guinn
Sales Associate
H. W. Helton & Co.
7042 Portland Rd. N.E.
Salem, OR 97303

Helton & Co. Property
Cherry Avenue
Chemawa - Hickory Section
Salem Freeway
Marion County

Dear Mr. Guinn:

I have asked our engineer to determine what right of way, if any, will be required from your property on Cherry Avenue. It has been determined that only a very minor taking will be required for the actual construction of the proposed I-305 freeway. However, if Cherry Avenue is extended by the County, they will require approximately 15 feet from your property.

Since the right of way necessary for the freeway will have only a minimal affect on your property, we do not feel that it would be appropriate to proceed with the acquisition at this time.

Very truly yours,

ROD J. HENRY
Regional Right of Way Supervisor

RJH:ph
cc J. B. BOYD

2-28-74
Send copy to A.D. Olson

RIGHT OF WAY SECTION
RECEIVED
FEB 28 1974
RE ARE AHA PS
PMS AS CE US

9491

Salem, Oregon

February 22, 1974

John Oakes, Assistant Right of Way Engineer

A. D. Olson, Preliminary Design Engineer

Helton Property
Chemawa Road-Hickory Street
Salem Freeway (I-305)
Marion County

Reference is made to Dave Terbell's letter of February 12 in regard to the potential development on the Helton property which lies on the west of Cherry Avenue at the north end of our proposed Cherry Avenue Interchange construction. We would be tapering back into the existing road at this point and could possibly be in before getting to this property if necessary.

In any event it would appear that at such time as Cherry Avenue is improved, either by the State as part of this project or by the City or the County, that approximately 15 feet will be required for the roadway and sidewalk. If their development is pursued with that in mind, it should fit the future facility.

It would not seem appropriate to buy the property we might need at this time considering the current controversy on I-305; however, there would seem to be no reason why they cannot go ahead with their plans on the above basis.

ADO:jh
cc: Ross Harris

NOTED
FLOYD O. SCOTT
FEB 25 1974

1 Versteeg
A. Olson
2 Terpin
3 Scott
Swenson
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RECEIVED
FEB 25 1974
ROAD DESIGN SECTION

Requires Reply
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Do not File
Return To
Bring Up ___/___/___
Other

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 12, 1974

To: Mr. John R. Oakes
Asst. Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Chemawa Rd.-Hickory St.
Salem Freeway
Marion County

(No File Number to Date)

1/2

Verstaeg
A. Olson
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Scott
Swenson
R. Olson
Trost

RECEIVED
FEB 13
ROAD DESIGN SECTION

Requires Reply
Other

The right of way cost estimate for a hardship case processing, requested in that letter herein enclosed, dated February 6, 1974, is $5,000 including any damages that might be claimed by reduction in size, causing loss of utility. No improvements are taken or affected; therefore, no relocation study is required. The value here is in the land.

Enclosed is a strip of the right of way map showing subject and an estimate of the size and shape of a possible taking. Should the taking be five feet more or less deeper at the northerly boundary line at Cherry Avenue, the right of way cost estimate remains the same. It is assumed access is to remain uncontrolled.

D. A. Terbell

D. A. TERBELL
R/W Liaison Agent

DAT:ph
Enclosure

2-13-74
Please send copies to
Mr. A. D. Olson for
hardship consideration

SP*52475-734

H. W. HELTON & CO.
Realtor
7042 Portland Road N. E.
Salem, Oregon 97303
Ph: 393-1970

February 6, 1974

Mr. R. J. Henry
Regional Right
of Way Supervisor
Oregon State Highway Division
Salem, Oregon 97301

Re: 3401 Cherry Avenue
Salem, Oregon

Dear Mr. Henry:

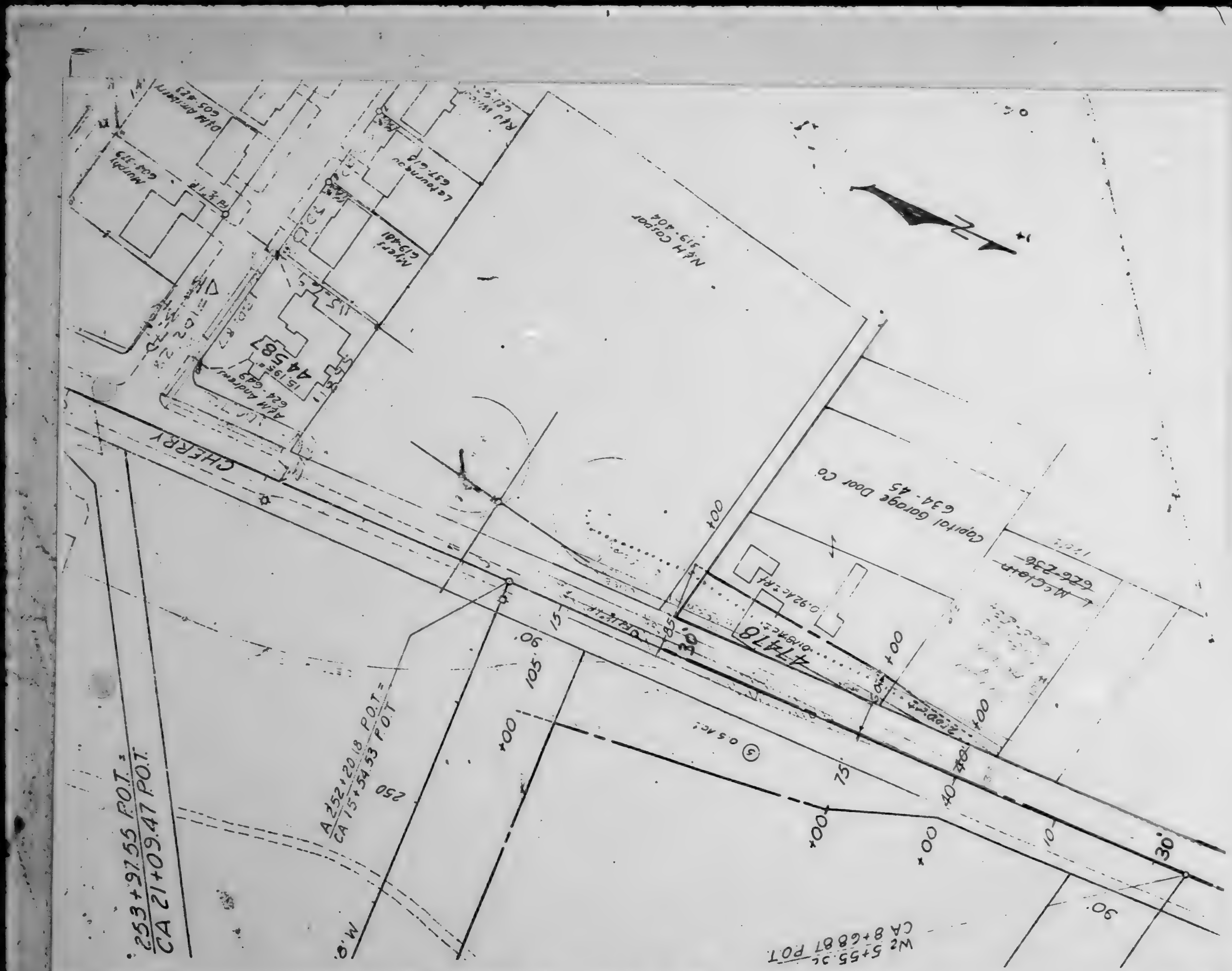
This letter is pursuant to our telephone conversation last week. The owners of the subject property, William J. Helton, et al., have asked me to follow up on the matter of the Highway Division's requirements.

It is the owners' intention to develop the property at this time but the effect of the public needs must first be accounted for. Under its current use the property represents a negative cash flow. It is therefore necessary to devolop it to a higher and better use, i.e., multiple units. Financial and market conditions favor development now.

Please have the effect of the taking appraised as quickly as possible. Your appraiser may feel free to contact the owners at any time as the resolution of this matter is most vital to them.

Sincerely,

Larry H. Guinn
Sales Associate
H. W. Helton & Co.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Murphy
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Old Antiqm
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Lepenneau
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N+H Custom
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Capitol Garage Door Co
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A 252+20.18 P.O.T.=
CA 15+54.53 P.O.T.
253+97.55 P.O.T.=
CA 21+09.47 P.O.T.
W2 5+55.3± CA 8+68.87 P.O.T.
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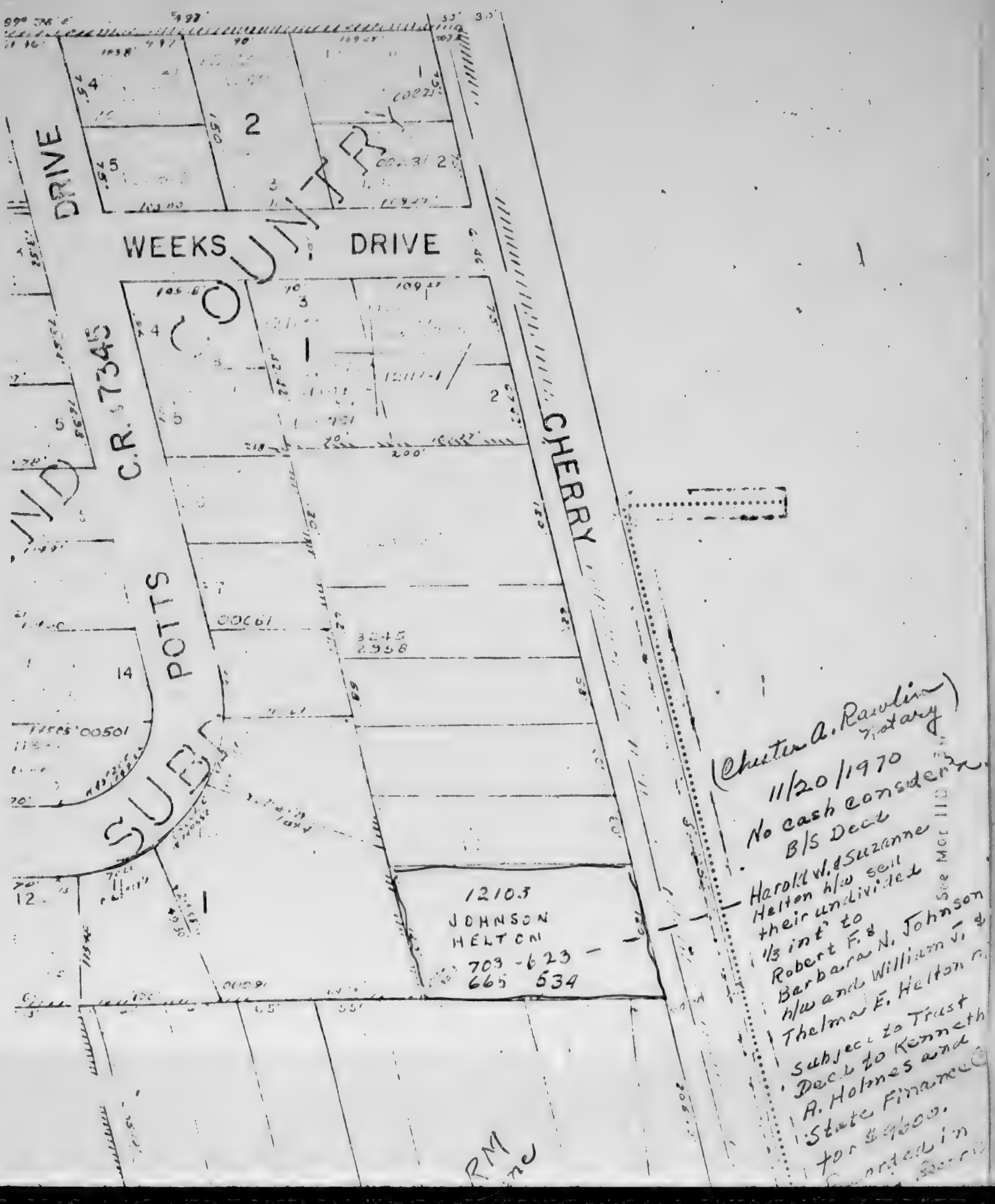


(Chester A. Rawlins Notary)
11/20/1970
No cash consider
B/S Deed
Harold W. & Suzanne Helton h/w sell their undivided 1/3 int' to Robert F. & Barbara N. Johnson h/w and William J. & Thelma E. Helton h/w
Subject to Trust Deed to Kenneth R. Holmes and State Finance Co. for $4000. recorded in

WEEKS DRIVE

DRIVE

C.R. 7345

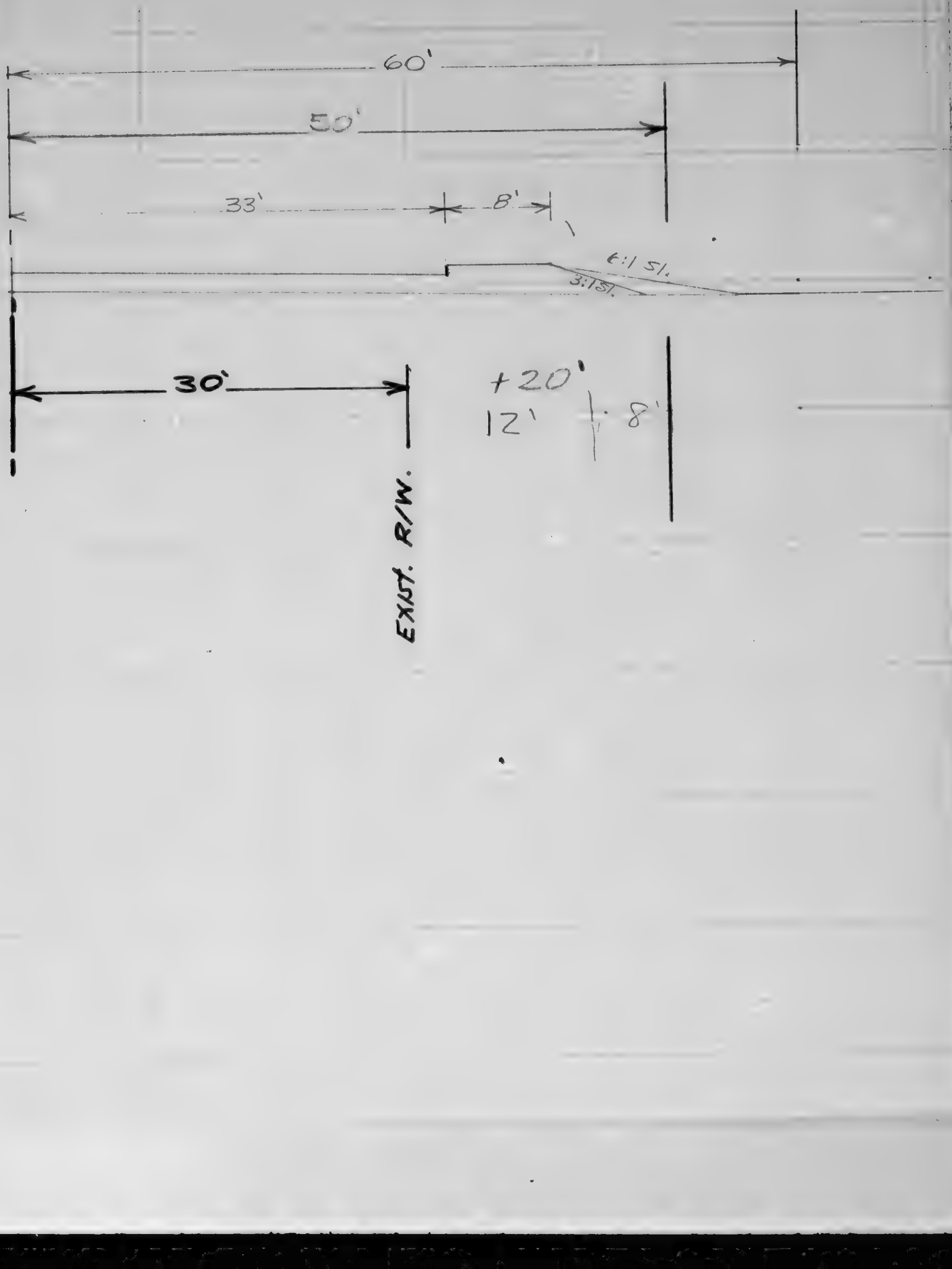
POTTS

CHERRY

12103
JOHNSON
HELTON
703-623-
665 534

RM
ZONE

(Chester A. Rawlins Notary)
11/20/1970
No cash consider
B/S Deed
Harold W. & Suzanne
Helton h/w sell
their undivided
1/3 int' to
Robert F. &
Barbara N. Johnson
h/w and William J. &
Thelma E. Helton
subject to Trust
Deed to Kenneth
A. Holmes and
State Financ
for $9600.
Recorded in
Mortg. Book
V-640-P. 1
See Mor III


60'
50'
33'
8'
6:1 SL.
3:1 SL.
30'
+20'
12'
8'
EXIST. R/W.

9/141

Form FHWA 121 (Rev. 5-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 12, 1974

SUBJECT: Modification in Project Agreements Relating to Right of Way

In reply refer to: 10-41-EC3/410.1

FROM : Vernon V. Cusack, Acting Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Section 113 of the Federal-aid Highway Act of 1973 extends the time allowed between execution of right of way project agreements and commencement of construction from 7 years to 10 years. While all PR-2 agreements entered into after August 13, 1973 should provide for the 10-year limitation there is no automatic extension of time for those agreements in existence prior to that date. These can be modified, however, to take advantage of the more liberal provisions. We are sure you have some in this category.

NOTED
A. E. [illegible]

A procedure has been devised to facilitate this modification with a minimum of effort and paperwork. Attached is a Form PR-2A Modification of Federal-aid Project Agreement on which we have included the proper wording to effect the change. This has been signed and dated and refers to an attachment which lists all the agreements which you desire changed. You may complete the action by furnishing that attachment, executing the agreement and return it to this office.

NOTED
R. D. ASBURRY

Vernon V. Cusack

NOTED
R. L. SCHROEDER

Enclosure

RECEIVED
STATE HWY ENGR
FEB 13 '74
REFER TO
FOR
Info | Ass | Adj | Dir | Sec | A | File

Original returned to C. Lewis w/signed agreement 2-25-74

RECEIVED
FEB 14 1974
Office of Assistant State Highway Engineer
RE: [illegible]
FI[illegible]

FEB 15 19[illegible]

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
PROJECT REPORT NUMBER Various (see attach)	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Various (see attach)
MODIFICATION NUMBER Various (see attach)		PROJECT NUMBER Various (see attach)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on and in existence on August 13, 1973, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ not applicable	$ not applicable
Federal Funds	$ not applicable	$ not applicable

Other revisions

The word "seventh" in Paragraph 4 of the agreement provisions is changed to "tenth", for all existing agreements listed by the State Highway Division in an attachment to the State-executed copies of this modification returned to the Division Engineer showing the information for each affected project as indicated above.

This modification is made for the following reasons:

Section 113 of the Federal-Aid Highway Act of 1973.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of February, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon V. Cusack
Acting (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 917-999

LIST TO ACCOMPANY FEDERAL-AID MODIFICATION OF PROJECT AGREEMENT DATED FEBRUARY 12, 1974

FEDERAL-AID RIGHT-OF-WAY PROJECTS FOR MODIFICATION OF EXISTING PROJECT AGREEMENTS

Project Report No.	Modification No.	County	Project No.	Date P.A. Executed	Section
	1	Jackson	I-5-1(76)15	August 17, 1971	S. Medford-S. Ashland
	1	Lane	I-5-3(90)178	February 27, 1973	Gettings Cr. Safety Rest Area Expansion
	6	Multnomah	I-80N-1(28)07	April 9, 1969	NE Siskiyou St.-SE Glisan St.
	6	Multnomah	I-80N-1(29)06	August 24, 1967	SE Glisan St.-SE Grant St.
	7	Multnomah	I-205-7(7)307	May 27, 1968	SE Grant St.-SE Holgate St.
	2	Marion	I-305-5(2)260	April 19, 1971	Chemawa Rd.-Hickory St. (Salem) Sec.
	1	Lane	F-331(4)	July 13, 1971	Pacific Hwy. W.-I-105 (Eugene) Sec.
	2	Multnomah	U-171(10)	August 23, 1966	NW 26th Ave.-NW 21st Ave. (Portland) S

2-21-74

LIST TO ACCOMPANY FEDERAL-AID MODIFICATION OF PROJECT AGREEMENT DATED FEBRUARY 12, 1974

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94441

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
NOV 20 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOV 15 1973

IN REPLY REFER TO:
HEV-20
I-305, Oregon

NOTED
A. E. JOHNSON

Mrs. John S. Porter
4175 Verda Lane, Northeast
Salem, Oregon 97303

Dear Mrs. Porter:

This is in reply to your August 20 letter with enclosures, regarding the location of Interstate 305 in Salem, Oregon. We regret the delay in answering your letter.

The Federal Highway Administration approved the addition of I-305 to the Interstate System in 1955 at the request of the Oregon Highway Department. This approval was based on the State's demonstrated need for an Interstate connection from I-5 north of Salem into the downtown area. At no time was there any contingency to this approval that a bridge across the Willamette River would be included or added at a later date.

Of course, the State may, at any time, request us to extend the I-305 Spur, which might include a bridge across the Willamette River. Such a request, however, would require the Federal Highway Administration to grant Oregon additional Interstate mileage and funding. This request could not be granted today because the Interstate System is limited by law to a length of 42,500 miles and all of this mileage has been allocated. Furthermore, if Interstate mileage should become available, there are other States who have submitted requests for additional Interstate mileage that must be considered.

The State could elect to request the Federal Highway Administration to place the new bridge and connecting road, wherever it might be located, on any of the other Federal-aid systems (Primary, Secondary, or Urban). If such a request were made and approved, the project could then be eligible for 70 percent Federal assistance, regardless of the status of I-305.

Even though we have previously approved the location and design of I-305, the State may not proceed to construction without an environmental impact statement that has been approved by the Secretary of Transportation. This statement must assess the social, economic, and environmental effects that this route would have on the communities through which it would pass. In preparing this statement, it should include an assessment of the effects that you have identified in your letter.

RECEIVED
NOV 26 '73
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Once the draft environmental statement is completed, it will be circulated to all governmental agencies and citizen groups who have indicated, or would have, a direct interest in the project. Individual citizens may also obtain copies of the statement by writing the Oregon Highway Division, State Highway Building, Room 138, Salem, Oregon 97310. A time period will be specified for receiving comments on this draft and upon expiration of this period the draft statement will then be finalized. This final statement will include the State's replies to all of the comments received during the allotted period.

Since the Highway Division is still working on the draft statement, we are unable to give you a target date for its release to the public. However, we urge you to contact the Highway Division now and indicate your interest in the project and that you would like to receive a copy of the draft environmental impact statement when it is available.

We believe this additional information should help to answer the several questions you have on this project.

Sincerely yours,

W. A. NOSTRAND

D. E. Hammer
Chief, Location Division

Salem, Ore., August 20, 1973.

Your ref.: HEV-20
Oregon
I-305 Spur

Mr. D.E. Hammer,
Location Division,
U.S. Department of Transportation,
Federal Highway Administration,
Washington D.C. 20590.

Dear Mr. Hammer,

Thank you very much for your letter of May 7th, telling me about the environmental impact statement and the "no-build" option on I-305.

I sent to Mr. O'Connor some of the reasons why we are opposed to I-305 earlier, but am enclosing another copy. I am also enclosing another page with reasons for the opposition - to let you know what the spur would do to the community through which it would go. Please also find enclosed a map showing all the 4- and 6-lane roads leading into our beautiful Willamette Valley - across the proposed urban growth boundary - over a distance of less than 4 miles. We feel that once you provide transportation to an area, this is where development will go. Comprehensive plans, zoning, urban growth boundaries and sewer trunks play a secondary role. With 24% of the Willamette Valley prime farmland gone under blacktop and subdivisions for ever, it is about time we start thinking about preserving what we have got, not destroying it.

Although our local officials last Winter had their minds set on a close-in location for a bridge across the Willamette River in Salem, the talk is now for a bridge at Pine Street at the south end of I-305. The only reason we can think of for construction this freeway is to obtain federal funds for the bridge. There is no traffic need for this freeway and there is no traffic need for a bridge at the Pine Street location. Salem's bridge congestion problems are a result of rush hour traffic to and from the downtown area. Other suggested bridge locations, Market Street, Union Street and Mission Street would better relieve this traffic congestion because they are close enough to carry the rush hour traffic to its destination. We still feel that I-305 is being built to get 92% federal funds for the bridge across the river.

You mentioned in your letter that there had been assistance from citizen organizations. The members of these advisory groups were from the south side of town, not from the area through which the spur would go.

According to our newspaper last week, the environmental impact study will be contracted out to a private company, both on I-305 and all the proposed bridge locations, and a draft statement will be out in about 6 months.

Enclose please also find three editorials from our newspaper, which are self-explanatory.

We hope that there is a possibility of getting funds for a bridge in Salem where it is needed, without having to build a 25 million dollar freeway which is not needed just to get federal money.

I hope to hear from you.

Yours truly
Venka Porter
Venka Porter
4175 Verda Lane N.E.
Salem, Ore. 97303.

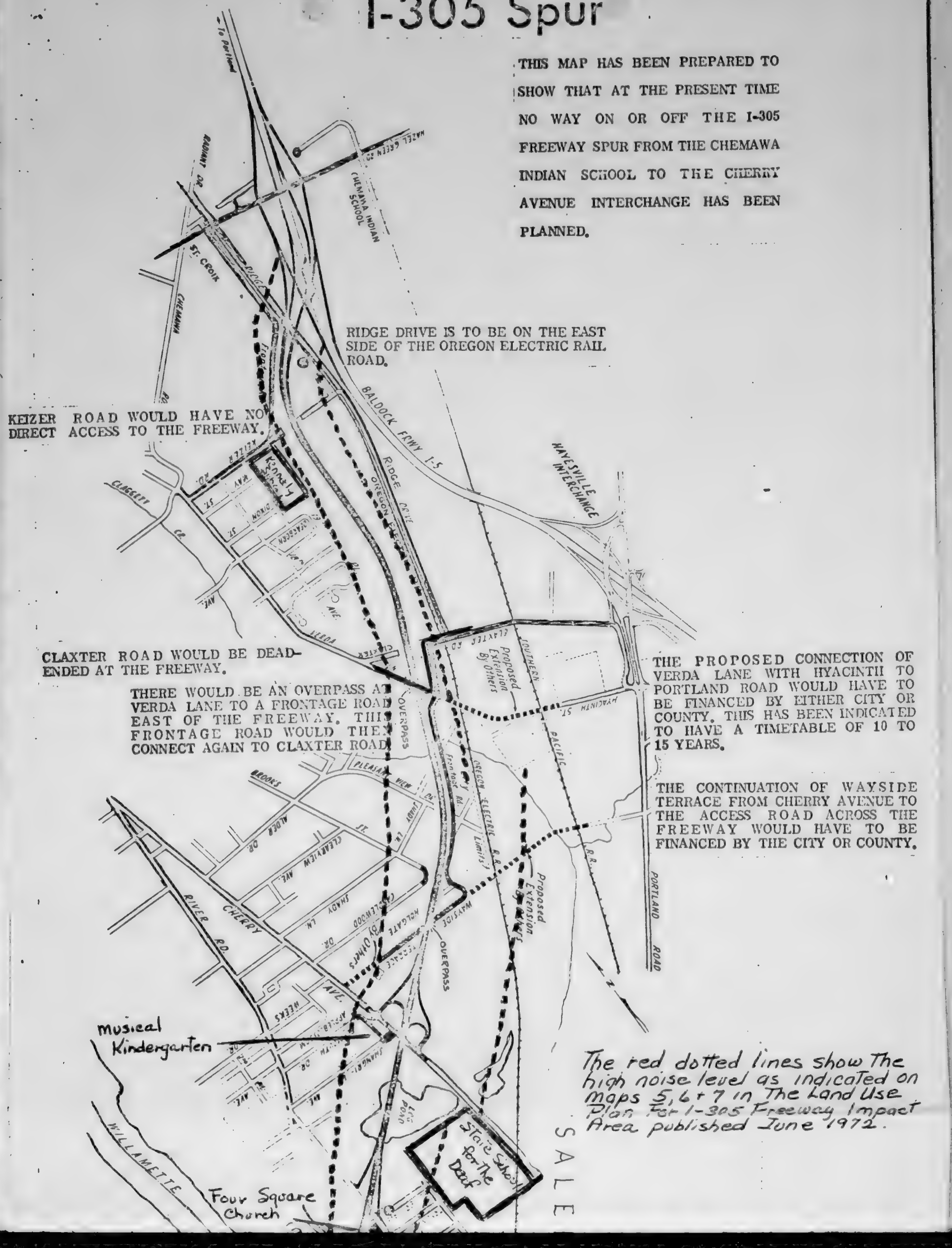
Keizer Council for Community Action
(V. Porter, Vice-President)

Mrs. John S. Porter

7 encl.

I-305 Spur

THIS MAP HAS BEEN PREPARED TO SHOW THAT AT THE PRESENT TIME NO WAY ON OR OFF THE I-305 FREEWAY SPUR FROM THE CHEMAWA INDIAN SCHOOL TO THE CHERRY AVENUE INTERCHANGE HAS BEEN PLANNED.



RIDGE DRIVE IS TO BE ON THE EAST SIDE OF THE OREGON ELECTRIC RAIL. ROAD.

KEIZER ROAD WOULD HAVE NO DIRECT ACCESS TO THE FREEWAY.

CLAXTER ROAD WOULD BE DEAD-ENDED AT THE FREEWAY.

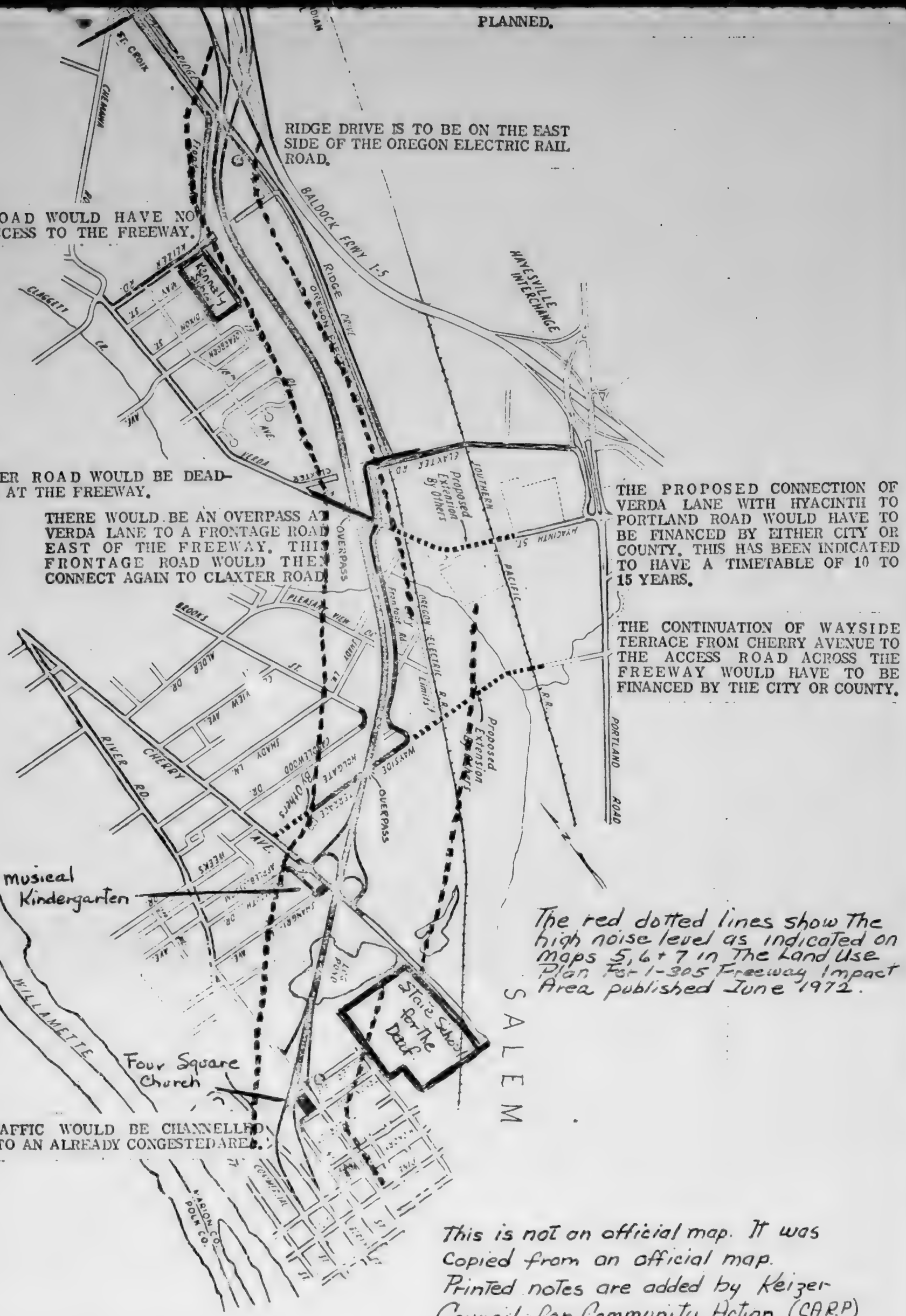
THERE WOULD BE AN OVERPASS AT VERDA LANE TO A FRONTAGE ROAD EAST OF THE FREEWAY. THIS FRONTAGE ROAD WOULD THEN CONNECT AGAIN TO CLAXTER ROAD.

THE PROPOSED CONNECTION OF VERDA LANE WITH HYACINTH TO PORTLAND ROAD WOULD HAVE TO BE FINANCED BY EITHER CITY OR COUNTY. THIS HAS BEEN INDICATED TO HAVE A TIMETABLE OF 10 TO 15 YEARS.

THE CONTINUATION OF WAYSIDE TERRACE FROM CHERRY AVENUE TO THE ACCESS ROAD ACROSS THE FREEWAY WOULD HAVE TO BE FINANCED BY THE CITY OR COUNTY.

The red dotted lines show the high noise level as indicated on maps 5, 6 + 7 in The Land Use Plan For I-305 Freeway Impact Area published June 1972.

PLANNED.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TRAFFIC WOULD BE CHANNELLED INTO AN ALREADY CONGESTED AREA.
BALDOCK FRWY I-5
HAYESVILLE INTERCHANGE
RIDGE DRIVE
OREGON ELECTRIC R.R.
Proposed Extension By Others
Proposed Extension By Others
OVERPASS
OVERPASS
Frontage Rd.
Limits
CHERRY
RIVER RD.
PORTLAND ROAD
SALEM
musical Kindergarten
Four Square Church
State School for the Deaf
WILLAMETTE
MARION CO. POLK CO.
The red dotted lines show the high noise level as indicated on maps 5, 6 + 7 in The Land Use Plan For I-305 Freeway Impact Area published June 1972.
This is not an official map. It was copied from an official map. Printed notes are added by Keizer Council for Community Action (CARP)

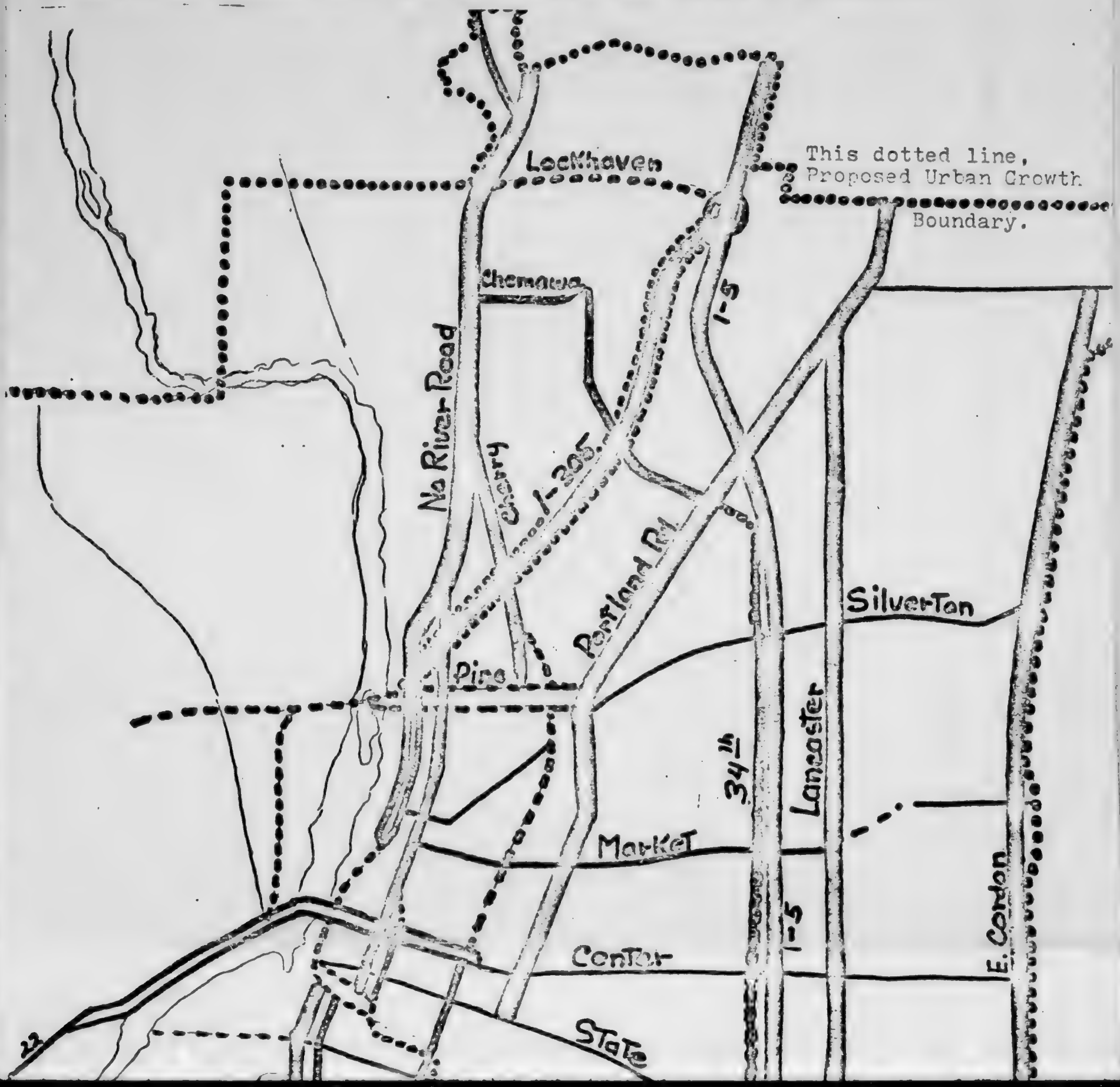
The distance between No. River Rd. and the E. Cord Rt. is less than 4 miles.

#

No. River Rd. is 4 lanes wide.
The proposed I-305 would be 4 lanes wide.
I-5 is being widened to 6 lanes.
Highway 99E is planned to be widened to 4 lanes.
Lancaster Dr. is 4 lanes.
The proposed E. Cordon Rt. would be 4 lanes.

#

How can we hold the proposed Urban Growth Boundary with all these 4 and 6 lane roads leading into the farmland we are trying to preserve!



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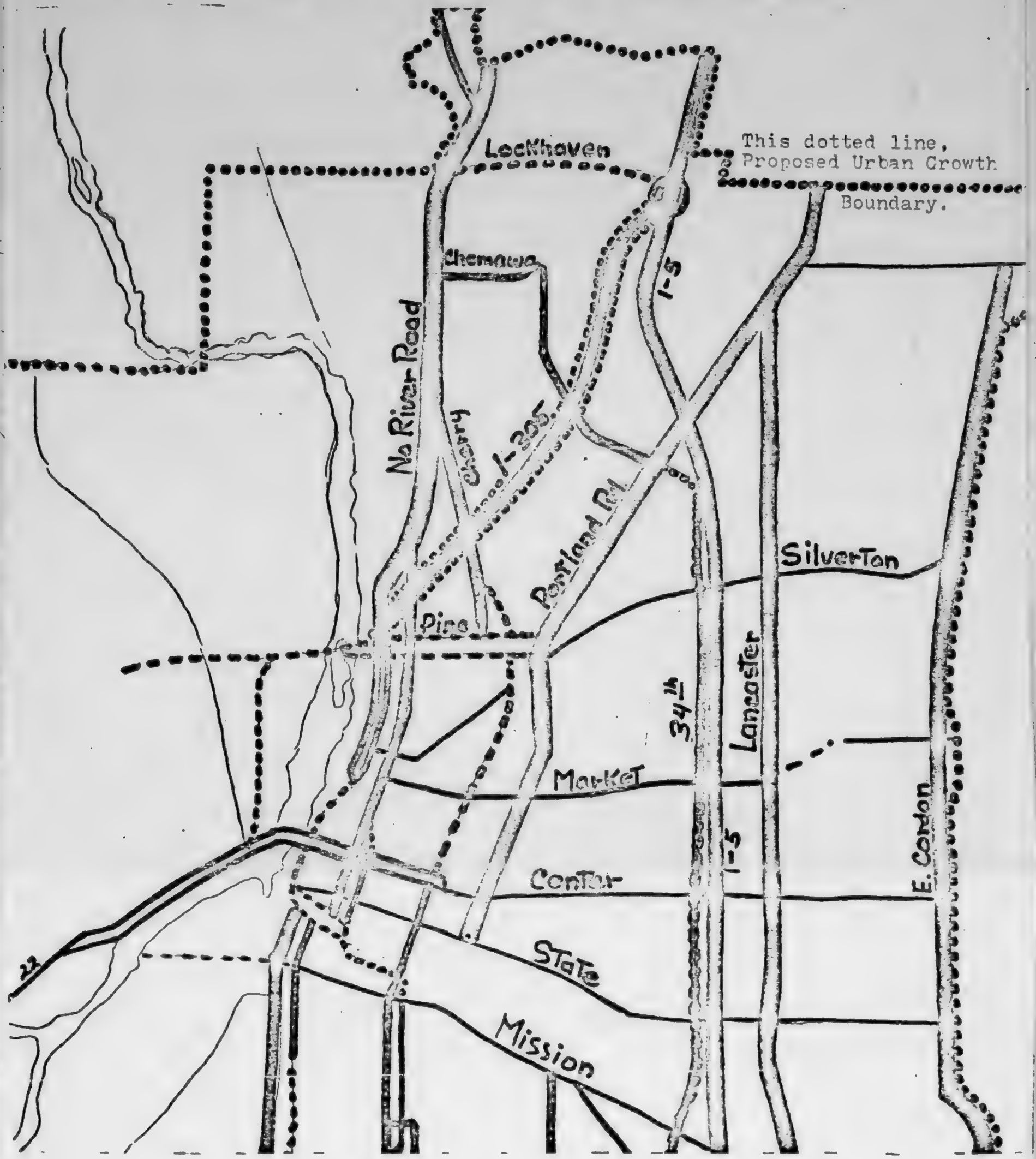

NOISE POLLUTION:

SCHOOLS

Kennedy Grade School is approximately 10 years old and has an enrollment of almost 600 students. In 1971-72 this was the second largest elementary school enrollment in the Salem School district. Existing classrooms are very close to the school's east property line which will be 320 feet from the proposed I-305 freeway.

The Musical Kindergarten is located on Shangrila and has been operating for nine years with an enrollment averaging 45 students. A large portion of this property would be taken for highway right-of-way.

Oregon State School For The Deaf has between 275 to 300 students. Approximately 65 of this number are local day students; the rest are live-ins. The proposed freeway would be approximately 300 yards from the existing buildings and 50 yards from the property line. The deaf cannot screen out sounds, and because the students wear amplifying hearing aids, if noise reaches the level of discomfort, they remove these aids. The hearing aids are also worn when the students are playing outside. Next to this school, which is built on a knoll higher than the surrounding property, is a 75 foot deep, water-filled gravel pit that the proposed freeway would bridge. Water amplifies sound.

CHURCHES

Four Square Church is located on Broadway approximately 75 feet from the proposed freeway. The highway right-of-way would take a corner of their parking facility. The freeway, as planned, would be elevated at this point. This church has an attendance of about 300 people.

RESIDENTS

Because of the topography of the section through which this freeway would be built, residential areas located on banks, and situated at various angles to the freeway would be open to noise which could not be effectively controlled by noise berms. In some cases berms would be impossible to build. Several of these neighborhoods would be Verda Lane, Claxter Road and Wiessner Drive.

GENERAL ADVERSE EFFECTS

Many trees would be destroyed by this freeway, including one grove of approximately 100 fir trees, some of which are over 100 feet high. Another grove of approximately 100 trees of mixed kinds serves as a bird sanctuary. There are large trees on individual homesites in the pathway of the freeway.

According to the Land Use Plan for I-305 of June, 1972, one main objective of the freeway was to have an attractive aesthetically pleasing entranceway to the city, surrounded by 150 acres of parks, trails and bike-paths. To date, the greenways have been reduced to 50 acres, with the alternatives designated "commercial."

The cost of upgrading all roads affected by overpasses and on and off ramps, the the problems created by this freeway would be borne by the city and county, i.e.: before Verda Lane-Hyacinth connection to Portland Road would be completed (15 to 20 years) a very hazardous situation would exist at the Claxter Road, Verda Lane, and the frontage road intersections because of the difficult curves the traffic will have to negotiate.

Two railroad overpasses would have to be financed by the city. These overpasses would occur on Verda Lane at a 1971 estimated cost of $1/2 million each.

Increased traffic and proposed commercial and heavy industrial development planned at the Cherry St.-Broadway termini would add to an already congested condition.

A much higher than normal lead content has been established in soil samples taken along freeways in Oregon and other areas. Lead poisoning has been proven a definite health hazard

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A much higher than normal lead content has been established in soil samples taken along freeways in Oregon and other areas. Lead poisoning has been proven a definite health hazard.

1. Fifteen to twenty years ago the Baldock Freeway was constructed to connect Portland and Salem with an efficient expressway. Its southern terminus was at Hayesville, where it tied into Portland Road. Instead of continuing the freeway through the city of Salem, the planners wisely chose to route it around the city to the east, the result was known as the "Salem Bypass." Salem was spared the physical division and disection which was the fate of many other cities.

2. Now the planners are attempting to reverse this wise, foresighted policy by constructing I-305 into the heart of Salem.

3. Presently there is no commitment for a bridge at Pine Street, so I-305 would dump traffic into Salem city streets. Therefore, traffic to and from Polk County and the coast would have to use city streets and Salem's two bridges, just as is now the case from Hayesville via Portland Road.

4. The total traffic count recently at the on and off ramps of I-5 and Portland Road (north toward Portland and south from Portland respectively) was 6,800 cars per day. We doubt if more than 50 per cent of this loading would be diverted to I-305, which is hardly sufficient loading to justify a freeway. Of course, with the pressure to convert farmland into subdivisions north of town, which then will be only five minutes from the city center, traffic will soon exceed these estimates.

5. We are in basic agreement with concepts put forth in "Project Foresight - The Willamette Valley Choices For The Future." We feel I-305 would be contrary to the livability we all are trying to preserve or enhance for our valley. I-305 would encourage "Megalopolis" northward toward Portland by opening up another "bedroom community" surrounding the I-5, I-305 junction, with its ramps providing local access to the Chemawa area. This area straddles the northern limit of the proposed urban growth boundary. It would be physically and politically impossible to contain urban growth within this boundary should access to the Chemawa area be provided at the junction of I-5 with I-305.

6. The cost, extimated at $22 million as of 1970 plus nine per cent per year increase until constructed, for the 3.6 miles, seems unwarranted in light of a probable traffic loading of 3,400 cars per day. It has been said that the cost to Oregon is minor, being only 10 per cent of the total. I would remind you that the remaining 90 per cent also comes directly from all Oregonians subject to federal taxes

7. All land within the right-of-way of proposed I-305 would be removed from county and city tax rolls.

8. In 1968 the Oregon State Highway Department first let the public become involved in I-305 planning when it said in effect "You are going to have a freeway spur into North Salem (I-305). Which one of the three proposed routes do you want?" The public was not permitted to comment on the basic issue; whether it wanted the I-305 freeway spur or not.

9. For years city and county officials have desired another bridge across the Willamette River in Salem. In order for the major cost (90%) of any new bridge construction to be borne by the federal government instead of being all paid for by state and local government, the bridge must be part of an interstate highway. Therefore some of our county and city officials are endorsing construction of I-305 as a means to an end (i.e. getting the federal government to pay 90% of the cost of a bridge) even though:

   1. They know estimated traffic loading of I-305 is not sufficient to justify its construction and,
   2. The federal government has not given its O.K. for a bridge. (Some of our local officials feel that once the freeway is constructed practically to the river bank, then the federal government will be forced into approving and paying for a bridge.)

10. This spur cannot be used by the community through which it goes as there are no on nor off ramps from the beginning to the end.

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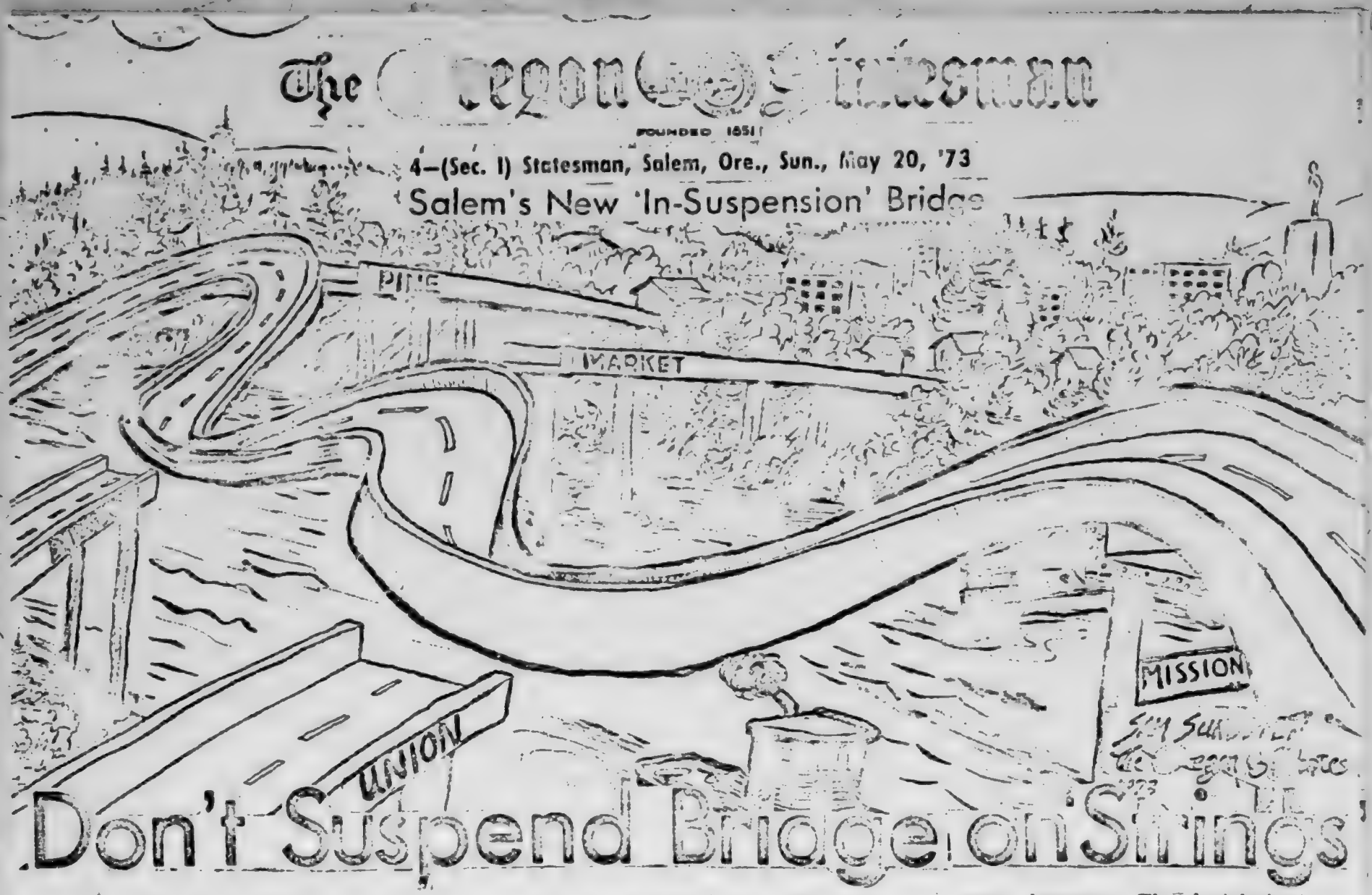
The Oregon Statesman
FOUNDED 1651

Salem's New 'In-Suspension' Bridge



Don't Suspend Bridge on Strings

How can a decision be made concerning the location of Salem's next bridge if the fate of the I-305 Freeway spur through North Salem is still in doubt?

The "no-build" option on I-305 came to the surface this past week, adding another uncertainty to the puzzle over where to put the next bridge.

Deliberation on the bridge site, which is nearing its climax, has been predicated upon the completion of the $20 million I-305 from Chemawa to Pine Street. Much of the right-of-way has been purchased — mostly in situations where the owners wanted to sell.

The State Highway Commission has not filed an environmental impact statement on the I-305 route. Until that is filed, and evaluated — along with its "no-build" option, there can be no assurance I-305 will be built. There is plenty of vocal neighborhood opposition. The Statesman also has serious concerns about the project.

Even without the uncertainty of I-305, the experts find it hard to agree on a site. Local planning people favor the farthest north site at Pine Street, connecting with I-305. They stress that it would be the least disruptive to Salem neighborhoods.

The chairman of the evaluation team, Bud George, state highway engineer, has said it would be possible to develop the Mission Street corridor to freeway standards, but a parkway on Mission, along with the proposed linkup to the present bridges through the nearby Pringle Creek Urban Renewal area, would carry the traffic load for many years. This not only would provide direct West Salem access to the core, but would offer relatively easy access to the I-5 and a direct connection to Central Oregon.

But Pine Street is the only potential site which could qualify for Interstate Highway funding. Unfortunately, the means of financing the bridge may turn out to be more important than the desirability of the site in the final selection.

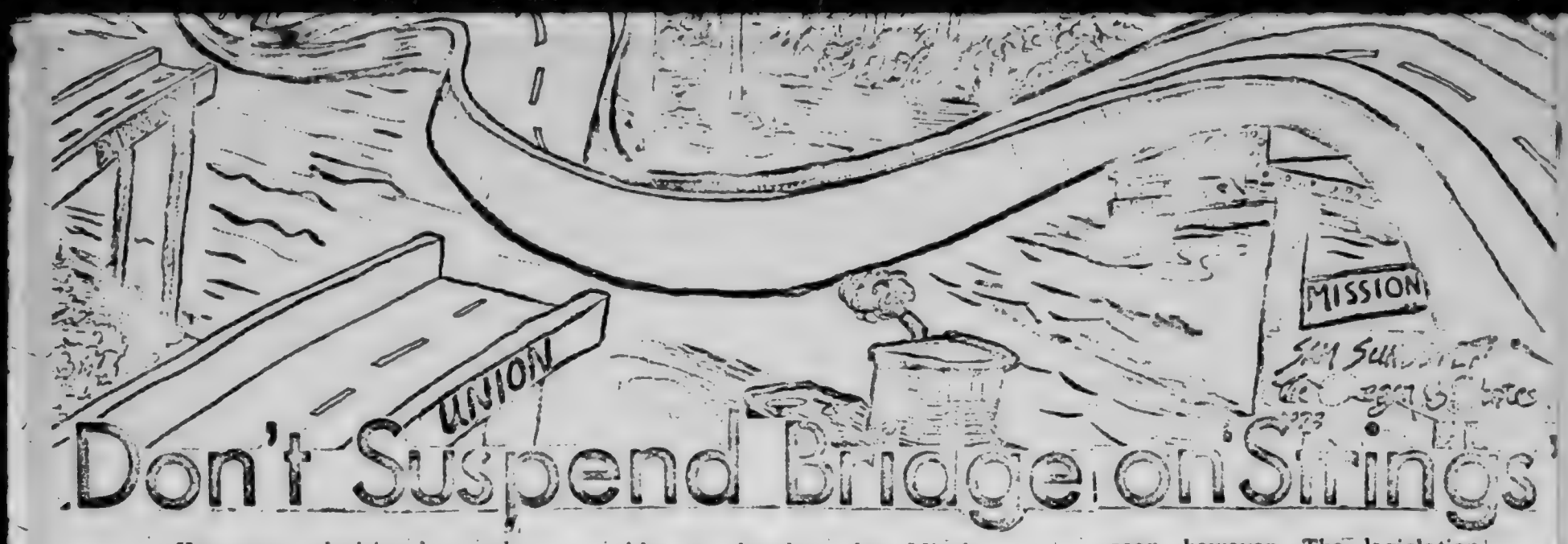
If any other site than Pine is chosen, the money would not come from the Interstate Highway Fund, with its 93 per cent federal allocation. It would have to come from other coffers which not only would make the state pay a higher share for a Salem bridge but would put the Salem bridge into competition with many other high-priority highway projects throughout the state. It should also be remembered that Salem already is counting on the Highway Commission to fund the new ramping system on the existing gear, however. The legislation has been delayed, thus deferring the need for a firm and final decision in Salem on the bridge site.

Chairman George has suggested a vote by the public in Salem on the bridge site as a means of resolving the issue. He suggests three sites be placed on the ballot, Mission, Market and Pine, and a public education program be conducted on the merits of each.

A few years ago Salem voters faced a similar situation. They were given the option of choosing between two sites for the Civic Center. The most intensive educational campaign in the city's history was conducted. When the votes were counted, it turned out by and large that people voted on the basis of which site was most convenient for them. The north area voted for the north site and the south area for the south. It was the larger vote in the south which determined the present site.

A similar "popularity contest" would result if Salem voters were to choose a bridge site. But in this case only a fraction of those affected by the bridge would be permitted to vote. The bridge will be a regional, not just a city, facility.

Regardless of how the decision is made, The Statesman



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Even without the uncertainty of I-305, the experts find it hard to agree on a site. Local planning people favor the farthest north site at Pine Street, connecting with I-305. They stress that it would be the least disruptive to Salem neighborhoods.

The chairman of the evaluation team, Bud George, state highway traffic engineer, believes a location closer to the center of the downtown is necessary, to help relieve core area traffic pressure on the two existing bridges. George fears for the economic viability of the downtown if the Pine Street site is chosen.

The Statesman, while taking no definitive stand, has championed investigation of the Mission Street site, just south of the Civic Center. The Mission Street corridor would be able to develop to freeway standards, but a parkway on Mission, along with the proposed linkup to the present bridges through the nearby Pringle Creek Urban Renewal area, would carry the traffic load for many years. This not only would provide direct West Salem access to the core, but would offer relatively easy access to the I-5 and a direct connection to Central Oregon.

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The decision on the bridge site had been pegged for June 1. It was expected that Congress would have completed legislation by that date which would permit states to shift Interstate Highway allocations within their boundaries. Officials had hoped to transfer money from an uncompleted Portland Interstate project to the Pine Street bridge.

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A similar "popularity contest" would result if Salem voters were to choose a bridge site. But in this case only a fraction of those affected by the bridge would be permitted to vote. The bridge will be a regional, not just a city, facility.

Regardless of how the decision is made, The Statesman would encourage those making it to place primary concern on how the bridge will serve people. They should fight to the last to prevent the decision being made primarily on where the dollars are available at a particular moment.

Surely Salem's "in-suspension" bridge will not best serve the long-range needs of this area if it is drawn to its site by the strings attached to the dol-

The Oregon Statesman
FOUNDED 1651

"No Favor Sways Us; No Fear Shall Awe."—from first Statesman, March 28, 1851

Charles A. Sprague—Editor and Publisher—1929-1969

WALLACE A. SPRAGUE, Publisher

WENDELL WEBB, Editor
HUNT CLARK, Circulation Manager

J. WESLEY SULLIVAN, Associate Editor
VAN EISENHUT, Managing Editor

Bridge at Mission Long On Logic, Short on Data

The Statesman's informal poll of Salem City Councilmen indicates that although the Council is not ready to make a decision on the site of the third Willamette bridge, if the issue were forced to a vote now, the Pine Street site, furthest from the city center, would be chosen.

This tentative decision may be due, in substantial part, to the unequal amount of information available about the proposed bridge sites.

The State Transportation Commission has urged the city to delay a decision on the site until an informational program for the public has been completed and reactions gathered. But neither the City Council nor the public can make a valid decision until more facts are known.

Ironically enough, it is the same State Transportation Commission which can provide the best sources of some of this needed information.

The Technical Advisory Committee has recommended the Pine and Mission street sites for the bridge, with a preference shown for Pine Street.

The final recommendation should go to which site will serve Salem and the Mid-Valley region best, not on the basis of which site has been given the most study or has the best data available.

Cost should be a factor in the decision, but this should be based on dollars and disruption of neighborhoods rather than on how complete the financial report is for each site.

The Mission Street site appears to be long on logic and short on data. It would directly serve the downtown, which the way are known, there is no cost estimate of the Mission Street project beyond the railroad grade crossing at 13th Street.

While the I-305 approach to the Pine Street bridge has qualified for Interstate Highway status, Mission Street does not even bear a state highway designation. Until the prospects for Mission Street qualifying for a state designation — and therefore for federal funding — are known, it is hard to compare the Mission and Pine Street projects.

The Highway 22 designation from the Santiam Highway now runs down State Street. If the Council were to recommend Mission Street, could the Highway 22 designation be shifted to that route? The old State Highway Commission was reluctant to make that concession. How much is the total cost of the bridge and the connection to I-5 along Mission, as compared with a Pine Street bridge, I-305 and some connecting link from Pine Street to the city center?

The answers to those questions — or at least as much information and guidance as can be made available — are essential if both the City Council and the public are to make a valid comparison between the two principal bridge sites.

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The Mission Street site appears to be long on logic and short on data. It would directly serve the downtown, which the Pine Street bridge would not. It offers a direct, short connection to I-5 and it's the only route which connects directly with the Santiam Highway. It would be the least disruptive of existing neighborhoods. It would break the railroad grade crossing barrier through an overpass or underpass of the main SP line in the heart of the city.

But while the costs of the Pine Street project to the Freeway are known, there is no cost estimate of the Mission Street project beyond the railroad grade crossing at 13th Street.

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The Oregon State

FOUNDED 1851

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Charles A. Sprague—Editor and Publisher—1929-19

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J. WESLEY
VAN EISEL

If Labish Sewer Is Cut, Reconsider I-305 Spur

A power struggle over the future shape of Salem is being centered in the Labish sewer trunk line debate. If the bulk of the Lake Labish area is to be preserved in low-density use, serious questions arise about the validity of the proposed $20 million I-305 Freeway spur from Chemawa to North Salem.

The original master sewer plan for the Salem area in 1960 envisioned the sewering of the Lake Labish area. It was updated in 1968. Since that time, however, concern has been growing about preserving the Valley's prime farm land from subdivision development.

When the proposed urban growth policy for Salem was developed a year or so ago, the envisioned boundary left out a substantial portion of the Labish area and raised a question as to the need for the Labish sewer trunk.

A study group has been preparing recommendations. The issue is far from settled, but the Mid-Willamette Valley Council of Governments (COG) planning staff is recommending that 75 per cent of the land in the original plan be eliminated, with the remaining land to be sewered by a smaller line.

This would reduce the proposed population of the area from an estimated 35,000 to 12,000. The reduced-size sewer line would serve most of the presently existing urban-density sections of the Labish area, including Labish Village, but would be intended to preclude massive subdivision development elsewhere.

There is another urban development "gun" aimed at the survey for the Downtown Salem Redevelopment Plan, in 1970 it had this to say about the Freeway spur:

Highest 1982 loading on this facility is projected at 15,000 vehicles per day — hardly justifying construction of the facility to freeway standards.

One original justification for the spur was an immense linear park which was to have bordered it, providing much needed park facilities in the North Salem, Keizer area. Fund shortages have stripped that park plan of most of its land.

The likelihood of the Pine Street Bridge has diminished to the vanishing point. The big push now is for a bridge far closer to the center of Salem. To link such a bridge to the I-305 spur would require cutting a freeway cordon through North Salem.

As it is now, the spur would dump traffic into an area of Salem unable to handle it. More importantly, however, it would siphon traffic out of Salem to the Labish area. This is the traditional place where urban sprawl occurs, at the end of new freeways.

To block the subdividing of Labish through a small sewer line and to simultaneously encourage it by providing freeway access would seem at cross-purposes.

If the I-305 spur should force construction of an extended freeway into the heart of Salem, destroying the neighborhood through which it passes, it could further decrease the population of Salem's inner-city schools while at the same time stimulating the need for costly, new schools in the Labish area.

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There is another urban development "gun" aimed at the Lake Labish area. It is the I-305 Freeway spur from North Salem to the Chemawa Road Interchange of I-5.

This proposed $20 million project was originally designed to connect I-5 to a Willamette River bridge at Pine Street.

If the original rationale for the Freeway spur was valid, and even this is questionable, it has steadily deteriorated.

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At the least, the I-305 issue deserves further study in the light of whatever fate is in store for the Labish sewer trunk.

Con
I-305

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ENVIRONMENTAL QUALITY COMMISSION

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696

TOM McCALL
GOVERNOR

B. A. McPHILLIPS
Chairman, McMinnville

GRACE S. PHINNEY
Corvallis

PAUL E. BRAGDON
Portland

MORRIS K. CROTHERS
Salem

ARNOLD M. COGAN
Portland

—

DIARMUID F. O'SCANNLAIN
Director

September 7, 1973

Venka Porter
4175 Verda Lane NE
Salem, Oregon 97303

Dear Ms. Porter:

Thank you for your March 20 letter regarding the freeway spur off of Highway 5 in the Salem area.

While it is not clear in your letter, I presume that you wrote to me in my capacity as a member of the Oregon State Environmental Quality Commission. You may not be aware of the fact that our Commission and the Department of Environmental Quality have jurisdiction over the quality of Oregon's air and water. It would appear that our principal interest in the I-305 Freeway would be from the standpoint of its impact on air quality in the Salem area. With that in mind, I am forwarding your letter to our director, Mr. Diarmuid O'Scannlain for whatever action is appropriate. I am also sending a copy of this letter to the Oregon State Highway Engineer in the State Department of Transportation.

Thank you very much for contacting me and for your interest in the environment of the Salem area.

Very truly yours,

Arnold Cogan
Member, State Environmental Quality Commission

AC/geo

CC: Diarmuid O'Scannlain
State Highway Engineer,
Department of Transportation

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DEPARTMENT OF ENVIRONMENTAL QUALITY

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5301

August 29, 1973

Ms. Venka Porter
4175 Verda Lane N. E.
Salem, Oregon 97303

Dear Ms. Porter:

In response to your letter of August 20, 1973, please be advised that rules of the Department require that notification to the Department or Regional Authority is required before construction is undertaken. Further, plans and specifications of the construction will be required to the extent necessary to assess the environmental impact. The environmental impact statement currently under preparation, which is one of the early step processes in a project of this nature, will be submitted to the Department for review.

The purpose of the environmental impact statement process is to assess the effects on the environment so that the public and agencies can complete an evaluation. The Department will review that impact statement, and any other information available at that time, and then take appropriate action.

Thank you for submitting your information.

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STATE HWY ENGR
SEP 4 '73
REFER TO
FOR

Very truly yours,

DIARMUID F. O'SCANNLAIN
Director

AUG 30 1973
Ronald L. Myles
Deputy Director

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SEP 4 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Original copy to Gary Potter 9-5-73

HMP:h

cc: District Office
Highway Division

COPY

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STATE HWY ENGR
MAY 9 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Box 300
Salem OR 97308

May 8, 1973

FILES

Original signed by
L. P. RENZ
Engineer

L. P. Renz, Environmental Coordinator

NOTED
L. S. HUNTER

Oregon I-305-5(1)260
Chemawa Road to Hickory Street Section

On May 7 and 8 I had several telephone conversations with Mrs. Vanka Porter, 4175 Verda Lane NE., Salem. We discussed several of her concerns about the status of I-305.

Her biggest concern was for the status of I-305 and its relationship to the recently awarded I-5 construction project between Hayesville Interchange and Woodburn Interchange. She has observed construction operations in the Chemawa Interchange area and is concerned that the I-305 Interchange is being constructed without an environmental impact statement. I checked with Glenn Hossner and assured her that the I-305 Interchange is not being constructed under the I-5 project. I told her that a new Chemawa Road structure and the structures that would provide for the main directional ramps for I-305 under I-5 are being constructed at the present time.

I also told her that the structures providing for this I-305 movement were being constructed at the present time to alleviate tearing up the pavement on a relatively new I-5 project when and if I-305 is constructed in the future. It is fully recognized that this construction is a gamble at the present time.

Mrs. Porter was also concerned about the status of the Pine Street Bridge and the possible allotment of excess Interstate funds or additional Interstate mileage for the bridge and connection to the Salem-Dallas Highway. I told her neither the Pine Street Bridge nor the connection to the Salem-Dallas Highway had been approved for Interstate funding. I also told her that this did not preclude subsequent actions for making Interstate funding possible or funding with other Federal-aid funds. She wanted to know what I thought the possibility was of obtaining Interstate funding. I told her I would not hazard a guess at this time.

(more)

NOTED
A. E. JOHNSON

We also had a discussion concerning the scope of the I-305 EIS. I told her that the EIS would be comprehensive and would definitely include the consideration of the no-build alternative. She stated that she was overjoyed with that finding and could not understand how I-305 could ever stand up under a no-build analysis. I offered no opinions. She stated that with this news in hand it might not be necessary for her group, Citizens Against 'Rong Priorities (CARP), to go to court unless the final impact statement still supports the construction of I-305.

cc:
OSHD (Baldwin)
OSHD (Potter)
Renz

bk

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TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 15, 1973

Mr. John S. Porter
4175 Verda Lane, N. E.
Salem, Oregon 97303

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16.3

Dear Mr. Porter:

Thank you for your recent letter (signed also by the Baileys) telling why you and other residents in the Salem area oppose the I-305 freeway spur.

The concept and design features of I-305 have been developed in cooperation and coordination with the various local, state, and federal agencies concerned. The purpose was to address local and regional needs, and how a comprehensive transportation system could best resolve those needs as we envision them to be in the future.

As a result of the planning effort, and after detailed analyses of many proposals and suggestions, it was recommended that I-305 offered the most viable solution to those problems and would provide a necessary link into an area-wide transportation system serving the Salem community.

The planning, however, went beyond the physical construction of a freeway spur and considered how such a facility could be incorporated into the community's long-range planning goals. It was developed according to the intent of the National Environmental Policy Act. It conformed to and is a means of implementing planning for future multiple use and joint development programs. Wherever possible, provisions were made for minimizing sound and other environmental impacts and for development of park-like surroundings by use of landscape and structural design elements.

NOTE: F. B. KLABOE

I shall do all I can to assure that local concerns, such as those expressed in your letter, are considered and that the decision reflects what is deemed to be in the best interests of the individual, the community, and the state.

I appreciate your interest, recognize your concerns, and assure you that involvement by citizens such as you will play an important role in the decision-making process.

Sincerely,

Governor

RECEIVED
MAR 20 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

TM:dm
bcc: Highway

John S. Porter
4175 Yerd Lane N.E.
Salem, Ore. 97303

February 8, 1973

Governor Tom McCall
State Capitol Building
Salem, Oregon 97310

Dear Governor McCall:

We, the undersigned residents of Oregon, are opposed to the construction of the proposed I-305 freeway spur from Chemawa to Pine Street for the following reasons:

1. Fifteen to twenty years ago the Baldock Freeway was constructed to connect Portland and Salem with an efficient expressway. Its southern terminus was at Hayesville, where it tied into Portland Road. Instead of continuing the freeway through the city of Salem, the planners wisely chose to route it around the city to the east, the result was known as the "Salem Bypass." Salem was spared the physical division and disection which was the fate of many other cities.

2. Now the planners are attempting to reverse this wise, foresighted policy by constructing I-305 into the heart of Salem.

3. Presently there is no commitment for a bridge at Pine Street, so I-305 would dump traffic into Salem city streets. Therefore, traffic to and from Polk County and the coast would have to use city streets and Salem's two bridges, just as is now the case from Hayesville via Portland Road.

4. The total traffic count recently at the on and off ramps of I-5 and Portland Road (north toward Portland and south from Portland respectively) was 6,800 cars per day. We doubt if more than 50 per cent of this loading would be diverted to I-305, which is hardly sufficient loading to justify a freeway. Of course, with the pressure to convert farmland into subdivisions north of town, which then will be only five minutes from the city center, traffic will soon exceed these estimates.

5. We are in basic agreement with the concepts put forth in your "Project Foresight - The Willamette Valley Choices For The Future." We feel I-305 would be contrary to the livability we all are trying to preserve or enhance for our valley. I-305 would encourage "Megalopolis" northward toward Portland by opening up another "bedroom community" surrounding the I-5, I-305 junction, with its ramps providing local access to the Chemawa area. This

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NOTED
R. L. SCHROEDER

February 8, 1973

area straddles the northern limit of the proposed urban growth boundary. Surely you know it would be physically and politically impossible to contain urban growth within this boundary should access to the Chemawa area be provided at the junction of I-5 with I-305

6. The cost, estimated at $20 million or more for the 3.6 miles, seems unwarranted in light of a probable traffic loading of 3,400 cars per day. It has been said that the cost to Oregon is minor, being only 10 per cent of the total. I would remind you that the remaining 90 per cent also comes directly from all Oregonians subject to federal taxes.

7. All land within the right-of-way of proposed I-305 would be removed from county and city tax rolls.

8. In 1968 the Oregon State Highway Department first let the public become involved in I-305 planning when it said in effect "You are going to have a freeway spur into North Salem (I-305). Which one of the three proposed routes do you want?" The public was not permitted to comment on the basic issue; whether it wanted the I-305 freeway spur or not.

We commend you and your staff for a courageous stand in helping deny the application for a proposed 130 acre shopping center at two sites on Linn County farm land. We understand a suitable alternate site, free of the undesirable environmental effects, is being considered within the City of Albany. We feel we have the same reasons for trying to stop I-305; let's save our part of the valley farm land from more blacktop and development!

Sincerely yours,

John L. Porter
Venka Porter
W. F. Bailey
Dorothy Bailey

cc: Clay Myers
Kessler Cannon
✓ Glenn Jackson

FOR FILING

STATE OF OREGON 1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

September 20, 1972

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Mrs. John S. Porter
4175 Verda Lane, N.E.
Salem, Oregon 97303

Dear Mrs. Porter:

In his absence from the state, Governor McCall has directed me to respond to your recent letter.

You are to be commended for the interest you have shown in environmental matters in our state.

In regard to the particular highway proposal, the Highway Division is very cognizant of the anticipated environmental impacts in connection with the proposed I-305 construction. The Division is actively pursuing a broadscale evaluation of all such effects through its Environmental Studies Unit, and an analysis of the Chemawa Road Hickory Street Section has recently been prepared.

To answer your questions in order: (1) The route was formally approved as to location and design by the Federal Highway Administration in June 1970. This was done following two public hearings and an evaluation of findings by the Highway Division.

(2) The exact location of a bridge across the Willamette River has not been finalized, nor is there at present a firm commitment for such a structure, although the need for one is becoming increasingly apparent.

The present southerly terminus of I-305 is at Hickory Street, at which point a one-way couplet is proposed on into the central business district.

(3) In regard to the depressed sections or areas between berms, it is generally agreed by air quality engineers that traffic moving at freeway speeds has a high mixing factor and generates far less noxious fumes than ordinary stop-and-go street traffic. It is also part of a national program of pollution control to significantly reduce air pollution from motor vehicles by 1975.

NOTED
TOM EDWARDS

COPY

(4) and (5) The National System of Interstate and Defense Highways recognized that in many cases a community would be by-passed and that some economic disadvantage could occur. In some cases, the local road and street system would not be located properly, or have adequate capacity to accommodate proper access to and from the new freeway. This is the general condition in regard to I-305. There are other spurs in Oregon, as there are at similar locations throughout the country, and it is felt that they serve a very practical function.

Although Oregon has nearly completed its segments of the Interstate System, several miles remain to be constructed. With the exception of I-305, these are primarily in Portland and Eastern Oregon.

Thank you for demonstrating an interest in our highway program.

Sincerely,

Robert G. Davis
Executive Assistant

bcc: Highway Division

RGD:ja

RECEIVED
SEP 22 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Salem, August 23, 1972.

Mr. L. B. Day,
Department of Environmental Quality,
1234 S.W. Morrison Street,
Portland, Oregon.

Dear Mr. Day,

As you most probably know the State Highway Department is planning a spur off Highway I-5, called I-305, near Salem, starting at the Chemawa Indian School. In this connection could you please give me answer to the following:

1. Has this spur been approved by the State and Federal Environmental Departments?

2. From what I understand there will not be a bridge across the Willamette River at Pine Street (the end of the spur), why then a freeway spur going nowhere?

3. Part of this freeway spur is being recessed 23 feet, and where it is not, there are plans to build 16 ft. berms. Has anybody thought about the amount of exhaust and gasoline fumes that will collect in this "canyon", slowly spilling over the top and spreading into nearby communities in North Salem?

4. Please read the enclosed clipping from the Oregon Statesman's editorial page in a recent issue. Do we need the 30 million dollar "handout" from the Federal Government for this spur so badly that we are willing to sacrifice our clean air? (In 1968 the cost of the 3.6 mile spur was estimated at 22 million dollars, and according to the State Highway Engineer the cost of freeway building has gone up 35% in 4 years).

5. This spur is being called I-305. Are freeway spurs really part of the Interstate Freeway System set up under President Eisenhower's Defense Act, or is the money available just being used for these spurs? I understand the Interstate Freeway System in Oregon is completed!

Our Governor McCall has helped us clean up the rivers, how about keeping the air at least as clean as it is today. San Francisco has turned down 250 million dollars in highway funds, other parts of the country are doing the same. Why don't we? Don't let us turn our beautiful valley into another Riverside, California!

Yours truly

Mrs. John S. Porter
4175 Verda Lane N.E.,
Salem, Oregon, 97303

c.c.: Governor Tom McCall

Copy of a clipping from a recent issue in

the Oregon Statesman:

STEADY SMOG

Next time we gripe too much about field burning smoke or pollution in general, we'll think of Riverside, Calif. Somebody's always worse off.

A New York Times story reports that Riverside, a town of 145.000 between Los Angeles and Palm Springs, seems in an almost continous state of "smog alert". Because west winds drive Los Angeles smog smack into Riverside, the city suffered through 241 days in 1971 when smog exceeded minimum danger levels.

Even the postmen have threatened to stop delivering mail on the worst days. Pine trees in a nearby national forest are dying from pollution. Petunias won't grow anymore. Bad smoke can wipe out a lettuce crop. Children often have to stop all physical activity at school. People with lung ailments frequently are advised to leave town.

Riverside real estate sales are down, as is enrollment at the University of California's campus there.

And anyone wonders why Oregon's getting more crowded with Californians?

Box 300
Salem OR 97308

August 21, 1973

10-35-EC1

Oregon Project I-305-5(1)260
Chemawa Road-Hickory Street

L. P. Renz, Environmental Coordinator

Mr. Vernon V. Cusack, Engineering Coordinator
Salem, Oregon

On August 16 I was visited by a delegation from the Keizer Community for Action Group (CARP). The delegation consisted of the following women:

Linda Coons
Barbara L. Myles
Dorothy Bailey
Venka Porter

The purpose of their visit was to determine the stage of development of the draft EIS for I-305 and its relationship to a recent news article in a Salem Newspaper. The news article was reported to contain a statement by Mr. F. B. Klaboe, Administrator and State Highway Engineer, that a draft EIS was to be prepared by a consultant hired by the OSHD for the study of new Salem bridge locations and approach roadways. This would require that the EIS for I-305 be part of this study.

Ms. Porter wanted to know what part we would play in this study and also was curious as to whether this was a Federal requirement. I told her I knew nothing more about the arrangement to hire a consultant to do this study than what I had read in the paper. She said that the news article also had stated that the EIS report would be done in 6 months. I told her I found that time frame very unrealistic but possible with the assignment of considerable resources to the accomplishment of the task.

Ms. Porter and her group departed with an understanding that their input would be welcomed in the preparation of the EIS for I-305.

NOTED
R. L. SCHROEDER

L. P. Renz

Original signed by
Lyle P. Renz
Environmental Coordinator

cc:
OSHD (Potter)
Renz

bk

RECEIVED
AUG 1973

9491

7-23-73

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORY ST. (SALEM) SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR & STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
JUL 26 '73
REFER TO
FOR

Orig - 7-27-73

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	JULY 23, 1973	INTERSTATE ROUTE 305	SALEM SPUR #65

GENERAL LOCATION:
SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47798-GLOE, AS REQUESTED IN MR. YOUNG'S JULY 12, 1973 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION
[X] OTHER (Specify) RELOCATION PAYMENTS.

FILE # 47798-GLOE
[X] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NOTED
A. E. JOHNSON

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-23-73	C J Matthias for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

I-305
M.P.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem) Sec. ROW
(File 47798-Gloe)

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of July 10, 1973 with attachments which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property. Mr. Oakes' memo further states there are no improvements on the property therefore no relocation assistance is involved.

Enc.

cc: J. R. Oakes
R. N. Chase
M. R. Mitchell

CL:pr

9441

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-2-73

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORY STREET SECTION

COUNTY NAME
MARION

PROGRAM NO.

ITEM NO.
1-603

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATEOF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JULY 2, 1973	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM SPUR #65

GENERAL LOCATION:
SALEM

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 47684 - RAY AND 47551 - HEINE, AS REQUESTED IN MR. YOUNG'S MAY 22 AND JUNE 25, 1973 LETTERS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

FILE NOS. 47684 & 47751

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

THE STATE'S RELOCATION PLAN COVERING THE FILES AUTHORIZED ABOVE FOR ACQUISITION IS APPROVED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 2, 1973	C. M. Moerlein for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)

EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

CON
I-305
Sp.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 25, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Road - Hickory Street Section
(Files 47751 -Heine & 47684-Ray)

In regards to your letter of June 14, 1973 concerning the hardship purchase of the above listed properties on the subject project, we are enclosing a copy of Mr Oakes' memo of June 22, 1973 along with a June 12, 1973 letter from Mr. Ray wherein he requests hardship consideration for the purchase of his property under file 47684.

We trust this additional information will be satisfactory and will now permit authorization to be given for the acquisition of the subject properties as previously requested in our letters of May 22 and June 7, 1973.

CL:dgk

cc: J. R. Oakes
R. N. Chase
M. Mitchell

Con
C 1 305
Sp

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 14, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street
Hardship Acquisitions
File 47684, Heine and Mattson
(Cont. Purchaser M. & V. Ray)
File 47751, Heine and Mattson
(Mr. L. H. Young's June 7 letter)

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Because M. & V. Ray are purchasing File No. 47684 on Contract it does not seem proper that Mr. Heine initiate the request for hardship purchase. We understand, however, that several months ago M. & V. Ray did request a hardship purchase which was denied by your Salem Regional office.

You may wish to determine if Mr. Ray is still desirous of selling and, if so, take his request under consideration.

We will withhold action on File 47751 pending further word from you concerning File 47684.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 18 73
REFER TO
FOR

NOTED
A. E. JOHNSON

NOTED
A. E. JOHNSON

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 3, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Files 47684 - Ray, and 47751 - Heine

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The State's letters of May 22 and June 25, 1973 request authorization to acquire the above mentioned properties on a hardship basis. The preliminary estimates submitted with the State's request tend to indicate that the partial acquisition may result in the remaining property being classified as an uneconomic remainder. Authorization is with the understanding that the State will secure two appraisals of each file based on alternate premises, i.e., acquiring the entirety or acquiring a partial. To ensure full consideration for design purposes the entire property should be acquired.

C J Mathias for
G. L. Green

Enclosure

RECEIVED
STATE HWY ENGR
JUL 3 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

O-xlg
7-5-73

Orig

CON
I-305
Sp.

June 7, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. Section
Files 47684 and 47751-Heine

We are enclosing a copy of Mr. Oakes' memo fo June 5, 1973 which provides additional information concerning the hardship which exists on the subject files as requested in your letter of May 25, 1973. In addition, we have been informed that file 47684 is occupied by a contract purchaser and file 47751 is occupied by a tenant on a month-to-month rental.

We trust this additional information will be satisfactory and will now permit authorization to be given for the acquisition of the properties as requested in our letter of May 22, 1973.

Enc.

cc J. R. Oakes
R. N. Chase
M. Mitchell

CL:dg

File

OON
I-305
1 p.

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1973

In reply refer to: 10-35.7

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street Section
Files 47684 and 47751 - Heine

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Mr. Young's May 22 letter requests authorization to proceed with the partial acquisition of two properties on the basis of hardship. The submission did not include any information as to the hardship which is involved which is the basis of the request for authorization. In addition, provide information as to whether or not the property is owner-occupied or tenant-occupied.

G. L. Green

RECEIVED
STATE HWY ENGR
MAY 30 '73
REFER TO
FOR
Info | Inves | R/D | Lab | Sup | Act | File

CON
I-305
Misc.

May 22, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. N. Young
Office Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem) Sec. ROW
(Files 47684 & 47751 - Heine)

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the basis of hardship. The properties are included in the right-of-way as programed on the subject project.

We are enclosing a copy of Mr. Oakes' memo of May 18, 1973 with attachments which sets forth the estimated cost of the properties, and a sketch map showing the location of the properties.

The relocation plan for this project was approved by your letter of August 12, 1970, and Mr. Terbell's enclosed memo of May 17, 1973 indicates the acquisition of the subject properties will involve the relocation of two businesses. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in IM 80-1-71.

Enc.

CL:dg

cc J. R. Oakes
R. N. Chase
M. Mitchell

94-11

U. S. DEPARTMENT OF TRANSP. ATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-30-73

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
Chemawa Road-Hickory St.(Salem) Section

COUNTY NAME
Marion

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-603

TO:

Mr. George M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

RECEIVED STATE HWY ENGR
MAY 31 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
May 30, 1973

FEDERAL ROUTE NUMBER
Interstate Route 305

STATE ROUTE NUMBER
Salem Spur #65

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with the acquisition of one parcel, File Number 47765 - Holden, as requested in Mr. Young's May 10, 1973 letter.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify) Relocation Payments.

File #47765 - Holden

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Federal participation will be limited to that right of way actually incorporated in the final location.

No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered, by the State, adequate replacement housing available for immediate occupancy.

The State's relocation plan covering the file authorized above for acquisition is approved.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-30-73	for	Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 REV. 6-68 WILL BE USED

CON
I-305
8p.

May 10, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem)
Sec., ROW
(File 47765 - Holden)

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of May 9, 1973, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property.

Within a reasonable period of time, prior to displacement, comparable replacement housing will be available for each displaced person on this project. This assurance is based on an analysis of the relocation problems and a recent study which indicated considerable replacement housing is available. Relocation assistance is being provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

94141

L.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 21, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
JOHN R. OAKES
J B. Boyd
Right of Way Engineer

2K.2

Demolition Contract
File 47328 - Whitney
Chemawa Road - Hickory Street
Salem Freeway, Marion County

On May 15, 1973, Chairman Jackson approved awarding a demolition contract on the Chemawa Road - Hickory Street Section of the Salem Freeway to William Engelhardt in the amount of $900.

The contract calls for the removal of one house, a carport, and out buildings; removal of debris; and rough grading of the area.

Your confirmation of this approval will be requested at the meeting on May 29.

j
cc George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Sund

NOTED

94/11

I-305-L
Marion Co

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 17, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-305-5(-)260
Salem Spur
Chemawa Road SPRR Separation Structure

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

By May 3, 1973 letter Mr. E. S. Hunter requested approval to construct a grade separation structure to carry Chemawa Road traffic over the main line of the Southern Pacific railroad with Interstate funds. The request is based on section B-9 of G. M. Williams' September 1962 memorandum on "Interstate Highways - Participation Limits at Crossroads and Interchanges".

The information submitted with Mr. Hunter's letter supports eligibility for construction of this separation structure with Interstate funds. Accordingly the request is approved.

You are cautioned that the separation structure is eligible for Interstate funds only if Interstate Route 305 and the Chemawa Road Interchange is constructed.

G. L. Green

RECEIVED
STATE HWY ENGR
MAY 18 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TAA

RECEIVED
COUNTY & CITY SECTION
MAY 22 1973
☐ ENGR. ☑ COOR. ☑ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

RECEIVED
MAY 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5-21-73
Copies Versteeg
Fredrickson
Young

RCVD
A. E. JOHNSON

cc Coy - Marion County
9 sets plans
ESH

COR
I-305
Misc.

May 8, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Glenn Hossner

Dear Sir:

Chemawa Road Interchange
Chemawa Road-Hickory Street
Salem Freeway (I-305)
Marion County

Reference is made to previous correspondence and discussions in regard to a grade separation of Chemawa Road and the Southern Pacific Railroad in conjunction with the proposed Chemawa Road Interchange. This was requested by our letter of October 30, 1972 and denied by your letter of November 1, 1972.

This is to request that you reconsider your earlier decision on the basis of Section B-9 of the Memorandum on "Interstate Highways - Participation Limits at Crossroads and Interchanges" September 1962. This section takes into account the additional problems resulting from the interchange connections to the crossroad.

"B-9 Crossroad-Rail Road Crossings

FAI funds may participate in the cost of grade crossing protective devices or railroad separation structures at the crossing of a crossroad and an existing railroad even though such a crossing is beyond the limits of FAI participation as determined herein by touchdown or geometric controls but only where all the following conditions exist:

(a) the railroad is located immediately adjacent to the interchange ramp terminals,

(b) such protection or separation is warranted by the design crossroad traffic or railroad traffic or both,

(c) the railroad is mainline or has multiple tracks, and

(d) the Interstate construction results in an appreciable increase in hazard at the railroad crossing.

Where these conditions exist, FAI funds may participate in the cost of the work to include the grade crossing protective devices or a railroad grade separation."

The required conditions in the above paragraph will exist as follows:

(a) The railroad is in close proximity to the ramp terminals of the diamond interchange. It lies about 800 feet easterly of their connection to Chemawa Road at a possible touchdown point using a 3.7 percent grade with a crest vertical on the structure that will provide only 375 feet stopping sight distance at the ramp intersection.

(b) The 1990 projected traffic on Chemawa Road, assuming completion of the interchange, is 9000 ADT, existing traffic is 2400 ADT. We are advised that there are 25 freight trains daily, two passenger trains three days per week and four switching movements per day on the SPRR at this point. Maximum speed for trains was given at 70 MPH.

(c) This is the main line of the Southern Pacific Railroad.

(d) With the construction of the interchange ramps to both I-5 and I-305, the County has indicated that Chemawa Road will be four-laned

from Pacific Highway East to Windsor Island Road in order to accommodate the anticipated increase in traffic. With an average of 30 closures of the crossing per day and the increased traffic generated by the interchange and improved Chemawa Road, the opportunity for accidents will be appreciably increased, and traffic delays caused by long freight trains will be intolerable.

Your approval to construct a grade separation structure to carry Chemawa Road over the main line of the Southern Pacific Railroad with FAI funds is requested in order to obtain maximum utilization and safety of the interchange complex.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ADO:jg jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
C. O. Fredrickson

RECEIVED
NOV 7 - 1972
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 1, 1972

In reply refer to: 10-35-DB

FROM : for G. L. Green, Division Engineer
Salem, Oregon

I-305
Sp

SUBJECT: Oregon Project I-305-5(-)
Interstate Spur (Salem)
Chemawa Road Interchange
Railroad Separation Structures

RECEIVED
STATE HWY ENGR
NOV 2 '72
REFER TO
FOR
Info | Ves | RID | DIR | Dsn | Art | Fis

By October 30 letter, Mr. Olson requested our consideration of construction of grade separation structures over both railroads on Chemawa Road with Interstate funds. This matter has been carefully reviewed.

Interstate participation limits at crossroads are governed by the crossroad profile and extends only to the point where the gradeline of the crossroad reaches the normal ground line (touchdown point). In the case of Chemawa Road, the touchdown points are located between the Interstate and the railroads. Accordingly, construction of grade separation structures over the railroads is not eligible for FAI funding.

NOTED
E. S. HUNTER
11-7-72

11-3-72
Hunter

cc Hall
Young

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NOV 3 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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FOR FILING

RECEIVED
OCT 31 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-305
2P.

October 30, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Glenn K. Hossner

Gentlemen:

Re: Chemawa Road Interchange
Chemawa Road-Hickory St. Section
Salem Freeway (I-305)
Marion County

On several occasions members of the Highway Division have discussed the problems posed by the Chemawa Road grade crossings of the Oregon Electric Railroad and the Southern Pacific Railroad which lie west and east, respectively, of the proposed Chemawa Road Interchange. Our data indicates that there are six freight trains daily (35 mph average speed) on the OERR and that there are 25 freight trains daily, two passenger trains three days per week and four switching movements per day on the SPRR. Maximum train speed on the SPRR was given at 79 mph. The ideal solution to these problems is to construct grade separation structures over both railroads along with the construction of the Chemawa Road Interchange.

In view of the additional traffic which will be attracted to these crossings by the Interstate construction, we request your consideration of extending the limits of Interstate participation to include the two railroad grade separation structures and the attendant approaches and local road revisions.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

for Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

ADO:jh
cc: E. S. Hunter
J. B. Boyd

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 11, 1973

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM J. B. Boyd, Right of Way Engineer
Oregon State Highway Division

NOTED
A. E. JOHNSON

SUBJECT File 46336-Gould, Chemawa Road-Hickory Street Section, Pacific Highway, Marion County, Project I-305-5(2), Ineligibility Notification 35-72-FIN-2

Attached is a copy of a letter from Assistant Attorney General Jack L. Sollis which approves the treatment of temporary loss of value to a property due to a proposed construction project. Until the project is begun, during construction or until the frontage road is completed, the owner is prevented from developing his property.

This will not be the case in subject instance, however, because the State has purchased the entirety. We will not in reality, therefore, be faced with the unknown quantity of how much time will be involved in the period of non-availability for use. This is the one unknown factor which would prevent an appraiser from complete accuracy in establishing the loss of use to the owner.

In actuality each appraiser is correct in discounting the value of the remainder in his own fashion. Mr. Barnes used a discount factor estimating the non-available interim at four years; Mr. Edwards stated one site would be available to show a lesser value in total money for the remainder.

It should be considered, too, that although zoning would possibly allow two or three lots on the remainder, most sites in the neighborhood are larger, say 1.0 acre or so.

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Info | Invest | R/D | D/R | Sign | Act | File

The I-305 project is so much in limbo at present that no one can possibly predict when the construction will be started, not to mention when it will be completed.

It is hoped the above has sufficiently supported the appraiser's procedures and the file is fully participating.

attachment

cc: F. B. Klaboe
A. E. Johnson ✓
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
OCT 20 1972
FOR FILING

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Plan | Act | File

October 16, 1972

TO: Mr. G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM: J. J. Smith, Relocation Supervisor
Oregon State Highway Division

SUBJECT: File No. 46336, Gould
Chemawa Road-Hickory Street Section
Salem Freeway

Your Reference I-305-5(2)

NOTED
F. B. KLABOE

On August 16, 1972, in response to your letter dated June 1 and the follow-up dated August 8, a restudy has been made of the housing additive calculation on this file. A revised calculation resulted in the same net housing additive. The new study is available in our file anytime you wish to audit it.

JJS/jp

cc Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Const
Fed Aid
Interstate

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 1, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

I 305

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street
File 46336 - Gould
Replacement Housing Study

Chemawa
Hickory

The three comparables used in the determination of the housing additive are not comparable to the subject in that they contain additional acreage, but not additional usable residential lots. Comparables No. 1 and No. 2 are both single lots with excess land and No. 3, according to the Multiple Listing Service, is considered to be an ideal apartment site.

As stated in Paragraph 23h(2) of IM 80-1-71, the dwelling and typical homesite area should be extracted (per appraisal) and used in a restudy of the housing additive. It will then be necessary to locate and incorporate into the new study additional listings which are comparable to the extracted value of the subject property.

Your comments are requested.

6-2-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 28 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 18, 1972

TO: R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: J. J. Smith
Relocation Supervisor

SUBJECT: File No. 46336 - Gould
Chemawa Road-Hickory Street
Salem Freeway

Ore. Proj. I-305-5(2)260

We have investigated the comments you made in your letter of May 11, 1972, relative to the comparables used to determine the housing additive for the above captioned file.

We find that at the time the comparables were used to determine the housing additive, the three comparables were comprised of additional acreage very comparable to the subject. Comparable No. 1, had two plus acres, Comparable No. 2 had one plus acre and Comparable No. 3 had 3/4 plus acre. This, in our opinion, makes the comparables equal in size of land to the subject and there would appear to be no disparity in that regard and the comparability appears to be correct.

If you disagree with this approach and desire that we follow the IM, you will, of course, obligate us to extract the extra land for the comparables with the same net result. This would seem to us to be unnecessary in view of the above facts. Your comments are requested.

JJS:jm

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
MAY 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RETURN
TOM EDWARDS

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILE

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 11, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Rd.-Hickory St.
Clearance of Residential Units
(Refer to Mr. Oakes' letter of 5/8/72)

You are authorized to proceed with the clearance of residential units covering File 46336 by Public Auction Sale No. 48 on May 18, 1972. If you are unable to sell the improvements, you are authorized to remove the improvements by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe and sanitary replacement housing which is available for immediate occupancy.

Authorization is also subject to a restudy of the replacement housing determination on File 46336. The subject property at 1420 Candlewood N.E., Salem was appraised on the basis of one improved residential lot with two additional lots (i.e. excess land). To be in compliance with the requirements of IM 80.1-71, the additive should be recalculated using Paragraph 23h(2) as the authority.

You comments are requested.

5-17-72

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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MAY 11 1972
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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I 305

May 8, 1972

TO: R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: FEDERAL PROJECT: I-305-5(2)
Chemawa Rd.-Hickory St. Sec., Salem Freeway

We request your concurrence in the public auction of one house, shed and barn in the Salem area on May 18, 1972. These buildings are all on the subject project on the Salem Freeway. The account number is 624-2510P. If we are unable to sell the buildings, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

All of these buildings are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

JRO:ha
Attachment
cc Tom Edwards ✓
F. B. Klaboe
L. H. Young /w/ att.
V. E. Skoog
W. H. Haskin
M. R. Mitchell /w/ att.

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

March 20, 1973

Reverend Raymond L. Cox
Foursquare Church
2765 Broadway N.E.
Salem, Oregon 97303

Dear Reverend Cox:

This is in further response to your letter of February 16 regarding the noise impact report on the Salem Foursquare Church. First, I wish to apologize for the fact that the effects of noise on the second floor of your church were overlooked in the report. There is no doubt that the greatest noise impact would occur on the second floor because of freeway and on-ramp elevation.

Second, I would like to explain that the noise tests you refer to in your letter were made to determine sound transmission loss of the walls and in no way reflect the noise levels which would be expected after construction of the freeway. A known sound source was placed outside your church and the difference in noise level inside and outside was measured. The difference in noise level is called the sound transmission loss and is subtracted from outside sound level predictions to determine possible effects inside the building. The known sound source used in these tests was approximately four times louder than the projected freeway noise.

Our Design and Environmental Sections are investigating possible solutions to your noise problem. Three of the solutions being considered are depression of the roadway, installation of sound barriers, or a combination of both. A computer prediction model has been set up for computing the noise level at various elevations outside your church. The results should be available soon and will aid in determining the most practical solution.

I assure you that all possible noise reduction measures will be considered, and every effort made to insure that noise levels will be acceptable to you and your church.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

DC:lj jf

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
Donald R. Byard

2765 Broadway N. E.
Salem, Oregon 97303
February 16, 1973

E. S. Hunter
OREGON STATE HIGHWAY DIVISION
Highway Bldg.
Salem, Oreg. 97310

Dear Mr. Hunter:

Thank you for your letter of December 21 and the enclosed noise impact report for Salem Foursquare Church.

We have now had time to evaluate and discuss this report in both our Deacons and Church Council meetings. While we would hope that its conclusions would prove correct and the proposed freeway thus would constitute no adverse effects on our operations at this location, some of our church officials view the report with serious misgivings.

Personnel in the building during the time the tests were taken told the council that the din was most disturbing, both when the windows were closed as well as when open.

Moreover, the report ignores the fact that the up-ramp will run almost level with the second floor windows of our Christian Education section south of the sanctuary and possibly the overpass itself will be close in height to our nursery windows north of the east end of the sanctuary.

Trucks gearing down for the ascent to the overpass would seem to prove particularly disturbing to the Christian Education second floor rooms.

Our church board has asked me to call these factors to your consideration and request your reaction to them.

Thank you for your efforts on our behalf.

Very truly yours,

Raymond L Cox

Raymond L. Cox, Pastor
SALEM FOURSQUARE CHURCH

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FEB 20 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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I 305
Chemawa Salem

June 5, 1972

Rev. Raymond L. Cox, Pastor
Foursquare Church
2765 Broadway, N.E.
Salem, Oregon 97303

Dear Rev. Cox:

This will acknowledge your letter of May 31, 1972, indicating that the Executive Board of the Foursquare Church has agreed to our obtaining a 30' x 90' triangular section from the northwest corner of your parking lot as right of way for I-305.

As I discussed with you over the telephone, our Sound Engineer Mr. Al Duble, will be making a study of the church within the next month. Also pointed out in our discussion, we do intend to make additional parking space under the highway structure available to the church.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
Frank Hall
Al Duble

DR. RAYMOND L. COX
4408 Cedar Avenue No.
Salem, Oregon 97303
[redacted] Pastor

Foursquare Church

2765 Broadway, N.E.
Salem, Oregon

May 31, 1972

Mr. Ed Hunter
State Highway Dept.
Salem, Oreg.

Dear Sir:

At a specially called business meeting of this church our constituency reviewed the proposal of the Highway Department relative to the taking of a 30 x 90' slivver from the northwest corner of our parking lot.

The motion was carried to the effect that we agree to this proposal. We trust that parking spaces will be available under the overpass structure as discussed in my conversation with you and that in some effective manner the problem we anticipate from an increase in the noise level will be resolved.

Please keep us advised of developments in these regards. We appreciate your consideration.

Very truly yours,

Raymond L. Cox

Raymond L. Cox
Pastor

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JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 8 - 1972
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I 305

Chrmn. file

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1972

SUBJECT:

To: Memo to the Files

Yesterday, May 3, 1972, I met with Rev. Raymond L. Cox, Pastor of the Salem Foursquare Church, located at 2765 Broadway N.E.

Rev. Cox and his Board are concerned that the noise from the proposed I-305 Freeway, adjacent to the church, will raise the noise level enough to hamper activities in the church.

I supplied Rev. Cox a map showing our proposed right of way taking which took a small triangular slash off the northwest corner of the church parking lot. I explained that this would be our normal taking; however, it would be possible for us to jog the right of way line and not acquire any of the church property.

Rev. Cox will take the matter before the Board in the near future and advise us of their wishes in the matter.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
Frank Hall

Foursquare Church

2765 Broadway, N.E.
Salem, Oregon

Rev. Roy E. Worthington, *Pastor*

363-7400

April 17, 1972

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oreg.

Dear Sir:

Sometime ago we requested and received a portion of the right of way map for the I-305 freeway adjacent to our church on N.E. Broadway at Bliler. Our church council, in reviewing the map, was suprised to find that you have apparently reversed your indication of intent to purchase a small portion of our parking area, as indicated in an earlier meeting with Mr. Dave Tarbell and others of your right of way section.

We had hoped that with this projected purchase suitable environmental requirements could be met to guarantee continued use of our facilities. We hereby request your review of this matter. We also request a meeting with you at an early date so that we can discuss with you what measures can be taken by the Highway Department to protect the environment of our church, and what reimbursement, if any, your department can offer the church for any required new facilities necessitated by the nearness of this freeway and overpass, such as soundproofing, air-conditioning, etc. With the overpass seemingly less than 100 feet from our sanctuary, we fear we could not have windows open for our services and classes during the summer.

Kindly give this matter your attention, and let us hear from you at your earliest convenience. Thank you for your help.

Very truly yours,

Raymond L Cox

Raymond L. Cox,
Pastor, Salem Foursquare Church

FSL

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OFFICE OF
STATE HIGHWAY ENGINE

"Jesus Christ - The Same Yesterday and Today and Forever" - Hebrews 13:8

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J Bos

August 24, 1970

Miss Amanda A. Wicklander
1105 Rural Avenue, S.E.
Salem, Oregon 97302

Amanda
Salem

Dear Miss Wicklander:

This is in response to your August 17 letter concerning the effect of the proposed I-305 freeway on the Salem Foursquare Church.

Plans have been adjusted so that it will not be necessary to acquire any of the church property or parking lot.

I can appreciate your concern about having a traffic artery this close to the church. The Highway Division will do everything it can to mitigate any undesirable features. It is just not possible to move the freeway any further, as it would then create more problems than it would solve; however, we will do everything within our power to make the freeway just as compatible with your church activity as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
D. H. Moehring
R. D. Asburry

FBK:srb fn

Salem, Oregon
Aug. 17, 1970

Mr. R.L. Porter
State Highway Engineer
Highway Building
Salem, Oregon

REFERRED TO Edwards FOR R. L. PORTER

Dear Mr. Porter:

I am approaching you herewith regarding the new Freeway which, as I am told, will one future day scathe the Salem Foursquare Church building on Broadway by taking much of its parking lot as well as disrupt the services by the tumult of passing vehicles.

I am an old employe of the Highway Department, having worked for nearly 35 yrs. in its accounting Division during which time I always found our Highway Department willing to cause as little harm

as possible to property owners, and I therefore, have the highest regard for every official and engineer and confidence in them all; but the great harm that will come to our church if this route of engineering is carried thru, leaves both Pastor and members with an awful mill stone about each neck - we are already lacking in parking space and it will ruin the work of our Lord, for which I am very zealous, having been a member from the beginning of its existence here and how that we grew and toiled to construct this edifice, the threat to its future existence and to the advance of Christs gospel, gives the Body great concern. What we do as a church body for Him in the square He gave us in His vineyard, we must do soon

as time is running out which we can all see as we scan our lost and dying world and our Lord's return.

I am humbly infringing on your clemency, Mr. Porter, to ask if it could be any possible way to so engineer the route to save the church and at the same time not hinder the efficient work of our wonderful Highway Department, that both would suffer no loss?

Your kind consideration would be so appreciated! Thank you-

Yours very truly,
(Miss) Amanda A. Wiedlander

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AUG 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 23 1970
FORM E-30 (REV. 10-69)
FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

March 17, 1970

SUBJECT: Right-of-way Estimate

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

Attached is an estimate of the value of the International Church of the Four Square at N. E. Broadway and N. E. Bliler Avenues in the City of Salem.

The Interstate Spur into Salem takes a portion of this property, and a right-of-way estimate of the before value of the church holdings was requested.

If further information is needed, please advise.

D. H. Moehring
Right of Way Engineer

NOTED
R. L. PORTER

DHM:JP
Attachment

3/19/70

Description will be used to move the church property entirely.

JPK.

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MAR 19 ...
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

SP 52475.734

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1970

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Chemawa-Salem Section
I-305 Freeway
Marion County
Re: The International
Church of the Four Square

NOTED
D. H. MOEHRING

The above referred to church, facing Broadway N.E. and lying between Bliler Avenue N.E. and Tryon Avenue N.E., about one-half block southerly from the Fred Meyer complex, has been studied toward arriving at an estimate of value, as requested.

I have discussed the original cost with the contractor, Ted R. Pyle, 830 Ventura N., Salem. Mr. Pyle also was in charge of the construction of a subsequent additional kindergarten wing on the north side of the main structure. The main structure was built 11 or 12 years ago at a cost of $90,000 with nearly all volunteer labor. Mr. Pyle, a building contractor, is a member of the congregation and acted more in the capacity of a foreman, donating much of his own time. The addition to the north was constructed 2 to 3 years later under these same circumstances, for $12,000. Mr. Pyle advised me this morning, without having an opportunity to go into the details of plans and specifications, it would cost in excess of $200,000 to replace the physical plant, on a contractual basis, at today's costs. We also discussed land values, which he is familiar with, and appears to be knowledgeable to in the present market.

I have also discussed those problems of environment, in relation to the proposed design, as it may affect the church property and their various services, with the Pastor, Reverend Raymond Cox, as he sees it.

I have inspected the property and the physical plant. The building is of wood frame construction with brick veneer exterior finish, except the westerly side wall, which is of concrete block construction, painted white. Also, the Marshall-Stevens cost factor book has been referred to in an effort to obtain additional assistance toward arriving at replacement cost of the structure. The land value is based on the market, supply and demand and with due consideration to its location.

The value estimate of this property is based on replacement cost new, with no consideration to depreciation since the church is relatively new, has been well maintained and subject is a special use property, unavailable on the open market. The value estimate is as follows:

Land:	39,000 sq.ft. ± @ $1.00 per sq. ft. = (Includes yard improvements and surfaced parking area)	$ 39,000
Improvements:	Church Bldg. 9,380 sq. ft. ± @ $22.50 per sq. ft. = (Two sections of bldg. are two story) (9,380 sq.ft. area relates only to the ground floor)	211,000
		$250,000

This study also reveals the fact this church is already short on parking space. Neither does it have available space for future expansion under study, by adding a gym on behind the church, on the northwest half of the back of that lot. To do so would eliminate needed parking space and eliminate the traffic pattern for through traffic behind the church, between Bliler Avenue N.E. and Tryon Avenue N.E.

D. A. TERBELL
R/W Liaison Agent

DAT:pc
cc : R. J. HENRY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

RECEIVED
STATE HWY ENGR
MAR 14 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MAR 7 1973

IN REPLY REFER TO:
HEV-20
Salem, Oregon
I-305

Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

Dear Senator Packwood:

This is in response to your February 21, 1973, request for information on behalf of Mr. Carl A. Larson concerning the proposed I-305 spur in the vicinity of Salem, Oregon. Mr. Larson has made similar requests of Senator Hatfield and Representative Ullman who have been provided the following information.

The I-305 Salem Spur, which extends from near the Chemawa Indian School about 3.3 miles to a connection with the local street system near Pine Street, is considered to be one of the most important links in the Salem highway system. The Salem Area Transportation Study has indicated this facility as priority No. 1 on the recommended schedule of improvements.

The proposal was the subject of a public hearing in July of 1968 and was again presented at a public hearing in March of 1970. To assure maximum input for the concept of the proposal, a citizen advisory committee of 11 members, appointed by the Mid-Willamette Council of Governments, has been involved with all features of the proposal. Many of the recommendations of this committee have been incorporated in the final design. Additionally, the Technical Advisory Committee of the Salem Area Transportation Study has held numerous meetings, open to participation by interested persons, for the purpose of gaining full public involvement in the development of the proposal. Mr. Larson was a participant in at least one of these meetings and has contributed to the input secured from the public.

The items mentioned in Mr. Larson's letter to you are all matters of concern to the State Department of Transportation, which has primary responsibility for the proposal. It is believed that the location of the highway is such as to minimize the effect on residential areas. The only anticipated adverse effect on local schools is an increase in noise level which can be offset by the construction of acoustically designed berms. These and other matters are subject to continuing review as development of the proposal proceeds.

NOTED
R. L. SCHROEDER

RECEIVED
MAR 20 1973

An environmental impact statement, examining all of the anticipated effects of the highway, is now in preparation. As the constructive comments of concerned individuals are a source of valuable information to the officials responsible for the highway design, we suggest that Mr. Larson address his comments to the State Department of Transportation at State Highway Building, Room 129, Salem, Oregon 97310.

If we can be of further service to you, please let us know.

Sincerely yours,

J. M. O'Connor

Joseph M. O'Connor
Associate Administrator for
Right-of-Way and Environment

Enclosure:
Transmitted Correspondence

United States Senate

February 21, 1973

Respectfully referred to:

Congressional Liaison
Department of Transportation
Federal Highway Administration
Washington, D. C.

Because of the desire of this office to be responsive to all inquiries and communications, your consideration of the attached is requested. Your findings and views, in duplicate form, along with return of the enclosure, will be appreciated by

46321

Senator Bob Packwood

ATTN: U.S.S. Alan Holmer

Form #2

73 FEB 23 AM 11:3

Salem, Ore., Feb.10, 1973.

The Honorable
Bob Packwood,
Senate Office Bldg.,
Washington, D.C. 20510.

FEB 16 '73

Dear Mr.Packwood;

We realize that you are a busy man with many heavy responsabilities. But we have a serious problem.

Highway Spur I-305 from near the Chemawa Indian School into north Salem, a distance of 3.6 miles, we understand was authorized.

Original quotations as to the cost of this spur in 1968 was $14,000,000. Two years later March 1970 the cost was estimated at $22,000,000, a gain of $8,000,000. As inflation continues what will the cost be in 1975 when construction is due to start.

An increasing number of residents in this area and in Salem are questioning the advisability of this spur and are objecting to it.

The spur will destroy some of the best residential areas near Salem, and as presenly planned would cut a freeway cordon through north Salem, destroying the neighborhood thru which it passes, and damaging the livability of the area thruout the length of the spur.

The spur would funnel traffic into an already congests traffic area of Salem, creating an uncreasing problem.

Functioning of some schools would be upset.

Highest 1982 estimate of vehicles using this spur is projected at about 15,000 per day which does not justify this costly expense and destruction of this beautiful area.

We already have a good exit from the Freeway I-5 just about a mile from the proposed Chemawa area exit and if so desired, we believe could be implemented at a fraxtion of the cost ot spur I-305.

We will appreciate your efforts to have any funds appropriated for this spur cancelled definately.

Sincerely yours,
Carl A. Larson
Carl A.Larson,
4145 Verda Lane, N.E.,
Salem, Ore. 97303

Con

-I 305

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

IN REPLY REFER TO: HEV-20
I-305, Salem, Oregon

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in response to your recent inquiry in behalf of Mr. Carl A. Larson of Salem, Oregon, concerning the proposed construction of Interstate 305 in Salem. Your inquiry was acknowledged by us on December 29.

The I-305 Salem Spur, which extends from near the Chemawa Indian School about 3.3 miles to a connection with the local street system near Pine Street, is considered to be one of the most important links in the Salem highway system. The Salem Area Transportation Study has indicated this facility as priority No. 1 on the recommended schedule of improvements.

The proposal was the subject of a public hearing in July of 1968 and was again presented at a public hearing in March of 1970. To assure maximum input for the concept of the proposal, a citizen advisory committee of eleven members, appointed by the Mid-Willamette Council of Governments, has been involved with all features of the proposal. Many of the recommendations of this committee have been incorporated in the final design. Additionally, the Technical Advisory Committee of the Salem Area Transportation Study has held numerous meetings, open to participation by interested persons, for the purpose of gaining full public involvement in the development of the proposal. Mr. Larson was a participant in at least one of these meetings and has contributed to the input secured from the public.

The items mentioned in Mr. Larson's letter to you are all matters of concern to the State Department of Transportation, which has primary responsibility for the proposal. It is believed that the location of the highway is such as to minimize the effect on residential areas. The only anticipated adverse effect on local schools is an increase in noise level which can be offset by the construction of acoustically designed berms. These and other matters are subject to continuing review as development of the proposal proceeds.

RECEIVED
JAN 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 29 1973

NOTED
A. E. JOHNSON

An environmental impact statement, examining all of the anticipated effects of the highway, is now in preparation. As the constructive comments of concerned individuals are a source of valuable information to the officials responsible for the highway design, we are transmitting a copy of Mr. Larson's letter to our Division Engineer in Salem with a request that it be sent to the State Department of Transportation. We also suggest that Mr. Larson contact the State directly. The address is: State Department of Transportation, State Highway Building, Room 129, Salem, Oregon 97310.

If we can be of further service to you, please let us know.

Sincerely yours,

Joseph M. O'Connor
Associate Administrator for
Right-of-Way and Environment

Enclosure:
Transmitted Correspondence

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: January 2, 1973

In reply refer to:
10-35.1/INQ-252

FROM : G. L. Green, Division Engineer
Salem, Oregon

I-305

SUBJECT: Congressional Inquiry -
Mr. Carl A. Larson, Salem, to Senator Mark Hatfield, 12-2-72

Enclosed is a copy of correspondence from Mr. Larson to Senator Hatfield and also a copy of our Washington, D.C. office's interim reply to the Senator. Mr. Larson is seeking cancellation of funds appropriated for construction of Interstate 305.

Assistance in preparation of a reply has been referred to the Oregon Division. Mr. Paul Riedl, Area Engineer, will be contacting personnel in the Highway Division for information to be used as a basis for reply.

RECEIVED
STATE HWY ENGR
JAN 3 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Enclosures
Ltr, 12-2-72, Mr Larson to Sen Hatfield
Ltr, 12-29-72, Assoc Admin O'Connor to Sen Hatfield

1-8-73
Ed

cc yancy

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

cc: FHWA Exec. Sec.
Location Division

DEC 28 1972
HEV-20

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

Thank you for your inquiry about Federal-aid highway matters. This matter has been referred to the appropriate office, and you will be furnished a reply in the near future.

Sincerely yours,

Joseph M. O'Connor
Associate Administrator for
Right-of-Way and Environment

CC:
RFHWA Mr. Louis E. Lybecker, Portland, Oregon (10-00)
DIV. ENGR. Mr. Glen L. Green (ACTING), Salem, Oregon (10-35)

Your inquiry dated:

Regarding: An enclosed letter from Carl Larson expressing opposition to the proposed construction of Highway Spur I-305 in the area of Salem, Oregon.

cc: Regional Federal Highway Administrator

ENDORSEMENT

DATE: 12-27-72

FROM: ASSOCIATE ADMINISTRATOR FOR RIGHT-OF-WAY AND ENVIRONMENT

REPLY DUE: 1-5-73

CORRES. CODE: HEV-20

TO: ☐ REGIONAL FEDERAL HIGHWAY ADMINISTRATOR, REGION NO. ——

CONTROL NO. DOT 18482

☒ DIVISION ENGINEER Salem, Oregon
(CITY AND STATE)

☐ Please reply, by the due date shown, directly to the addressee and send a copy of your reply to the Washington office.

☐ Please telephone, by the due date shown, a draft reply to the Washington office to assist in further reply to the addressee.

☒ Please ~~telephone~~ via by telecopier, by the due date shown, a report to the Washington Location Division office to assist in further reply to the addressee.

NOTE: Be sure to show the control number, correspondence code and name of addressee on any reply memorandun Please notify the above-coded office by telephone should the due date be impracticable to meet. Telephone written information should be forwarded to coded office above.

Form PR-517A
(Rev. 2-72) Previous editions may be used.

393-4153

C. A. LARSON
4145 Verda Lane NE,

Salem, Ore., Dec. 2, 1972.

TICKET AGENT
SOUTHERN PACIFIC COMPANY
SALEM

Dear Mr. Hatfield;

Now that election is over, permit me please to call your attention to our local problem.

Highway Spur I-305 from near the Chemawa Indian School into north Salem, a distance of 3.6 miles, we understand was authorized.

Original quotations as to the cost of this spur in 1968 was $14,000,000. Two years later March 1970 the cost was estimated at $22,000,000, a gain of $8,000,000. Inflation progression at that rate would indicate present cost near $30,000,000. What will the cost be in 1975 when construction due to start and probably take three years to complete.

An increasing number of residents in this area and in Salem are objecting to this spur.

The spur will destroy some of the best residential areas near Salem, and as presently planned would cut a freeway cordon throudh north Salem, destroying the neighborhood thru which it passes.

The spur would funnel traffic into an already congested traffic area of Salem, creating an ever increasing problem.

Functioning of some schools would be upset.

Highest 1982 estimate of vehicles using this spur is prpjected at about 15,000 per day which does not justify this costly expense and destruction of this beautiful area and the imposition on downtown Salem.

We will appreciate your efforts to have any funds appropriated for this spur cancelled definately.

Sincerely yours,

Carl A. Larson

Carl A. Larson,
4145 Verda Lane, N.E.,
Salem, Ore. 97303

ls
12/15/72

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-9-73

FEDERAL AID PROJECT NO.
I-305-7(2)260

STATE PROJECT NO.
CHEMAWA ROAD-HICKORY ST. (SALEM) SECTION

FROM: VERNON V. CUSACK
ACTING DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

Mr. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

Only

Info					
Inves					
R/D					
D/R					
Sign					
Act					
File	FOR	REFER TO	MAR 13 73	RECEIVED STATE HWY ENGR	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MARCH 9, 1973	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM SPUR #65

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47673 - MITCHELL, AS REQUESTED IN MR. YOUNG'S MARCH 1, 1973 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.

FILE #47673 - MITCHELL

- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANC:.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-9-73	[signature]	For ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CON
I-305
Mp.

March 1, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-305-5(2)260
Chenawa Rd.-Hickory St. (Salem)
Section (R.O.W.)
(File 47673 - Mitchell)

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however, outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of Feb. 26, 1973, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property. Mr. Oakes' memo further states there are no improvements on the property, therefore, no relocation assistance is involved.

CL:bb
Enc.

cc: J. R. Oakes
R. H. Chase
M. Mitchell

Con
I-305
M.P.

Salem, Oregon
January 25, 1973

Mr. Frank L. Hall
Design Engineer

Proposed Property Acquisition
G. A. Mitchell - I-305

Marion County's response to our inquiry concerning the County's possible use of the remainder of the G. A. Mitchell property for linear parks north of Salem, indicates they are not able to participate.

Therefore, would you please draw up a description for the property required from Mitchell which is necessary to construct I-305. Include an additional 25 feet for the accommodation of trails and so forth which would provide continuity for those fragments already purchased for parks.

E. S. Hunter
Assistant State Highway Engineer

cc F. B. Klab oe
A. E. Johnson
D. H. Moehring

COMMISSIONERS
PAT McCARTHY, CHAIRMAN
HARRY CARSON, JR.
HENRY C. MATTSON

EXECUTIVE SECRETARY
BRUCE PROSSER

LEGAL COUNSEL
FRANK C. McKINNEY

TELEPHONE 588-5212
AREA CODE 503

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

January 18, 1973

Mr. E. S. Hunter
Asst. State Highway Engineer
Oregon State Highway Division
Salem, OR 97310

Dear Mr. Hunter:

Mr. John Anderson, Director of Public Works, has referred your letter to us for review and discussion.

While the acquisition of land for linear parks might be desirable along Claggett Creek, we do not feel we have adequate funds in the foreseeable future to try and acquire the G. A. Mitchell property outlined in your letter.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Pat McCarthy
Chairman

Harry Carson Jr.
Commissioner

Henry C. Mattson
Commissioner

ja

RECEIVED
JAN 22 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 12 1973
FOR FILING

F. B. Klaboe
Dave Moehring
Frank Hall
J. B. Boyd
Rod Henry

January 11, 1973

I-305
Chrmawa
Hucbery

Mr. John Anderson, County Engineer
Marion County Board of Commissioners
Courthouse
Salem, Oregon 97301

Dear Mr. Anderson:

We have recently received from Mr. G. A. Mitchell a request to purchase on a hardship basis that part of his property needed for right of way on the I-305 spur route into Salem. His property is located between Stations 200+00 and 207+00 on both sides of the centerline. A section of our location map is attached showing in red the property owned by Mr. Mitchell and showing in green that amount which is needed for right of way purposes.

In addition there is enclosed a sketch map prepared by the Mid Willamette Valley Council of Governments showing the I-305 Linear Park desired by that group. The Mitchell properties, again outlined in red, and the proposed Linear Park development is shown shaded in black. The area indicated as the proposed Linear Park requires a taking from Mr. Mitchell of a strip parallel with I-305 approximately 250 feet in width.

Mr. Mitchell has previously requested harship purchase and we have stalled him in the hope that something could be resolved with regard to the Linear Park. It now appears that we can no longer put off purchasing the necessary right of way without creating further undue hardship on Mr. Mitchell.

I would appreciate your referring this matter to your Commissioners for a decision as to whether or not they wish to negotiate for the Linear Park property. If they do, it would be appropriate that negotiations for both the park and highway right of way occur at the same time. For this reason I am now asking you for a decision.

I will appreciate your early reply as the matter is of some urgency to Mr. Mitchell and we are prepared to proceed with him on the highway right of way.

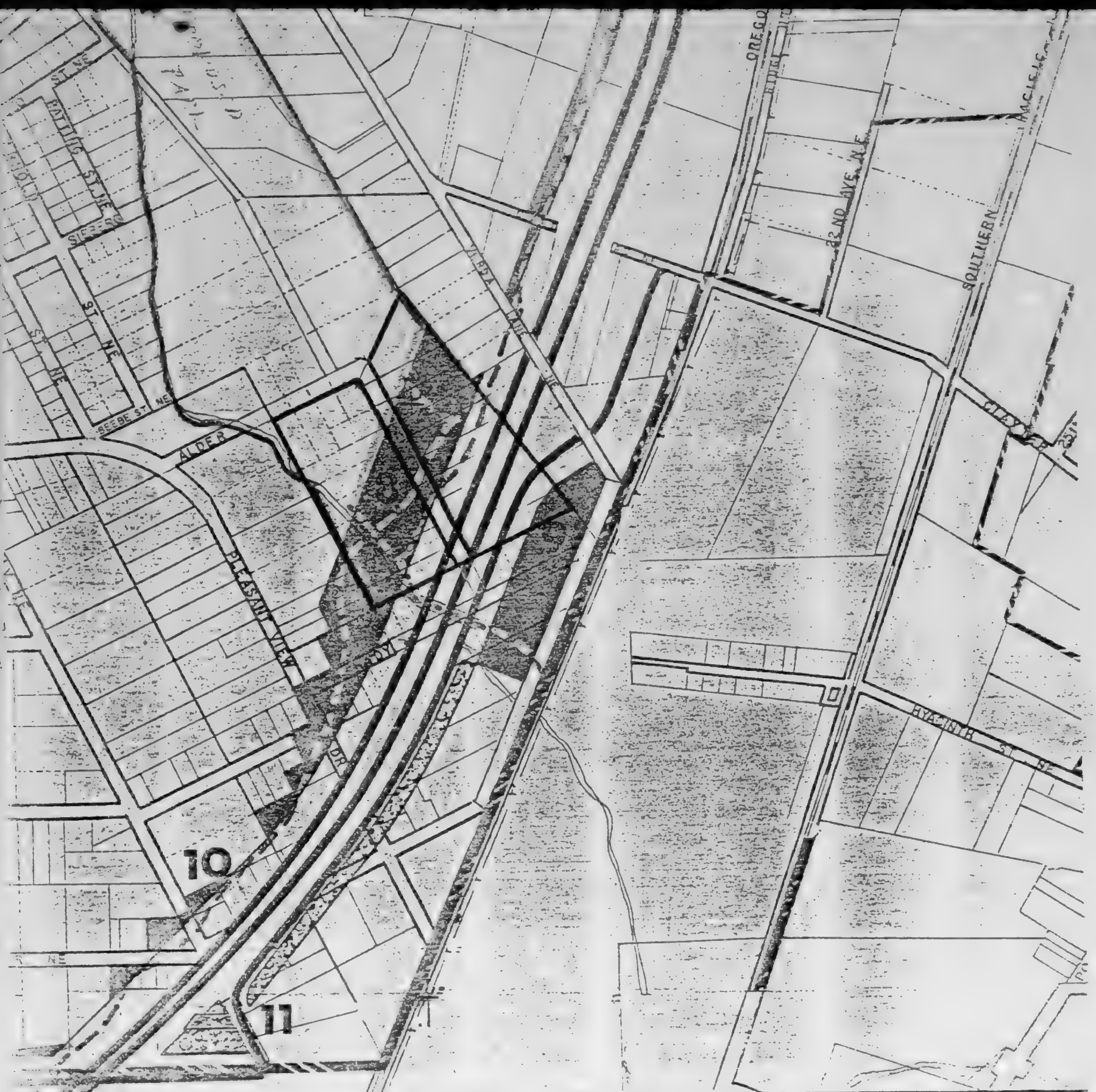
Very truly yours,

F. S. Hunter
Assistant State Highway Engineer

FSH:jf
Attachment

CLAGGETT CREEK SECTION

I-305 LINEAR PARK



CLAGGETT CREEK SECTION

I-305 LINEAR PARK

LEGEND

- I-305 FREEWAY
- PROPOSED LINEAR PARK
- SPECIAL LANDSCAPING
- TRAILS AND BIKEWAYS

PREPARED BY MWCOG

SCALE: 1" = 600'

NORTH

INDEX TO MAPS

MAP NO. 3

T. 7 S., R.

I 305

MARION

M.M Newton
136-230

M.M Baker
142-406

44' No Curbs

S21°21"W

L.E. & E. DeLongh
439-800

Orchard

W.E.I. Powers
312-615

G.F. & W.E. Mullins
553-147

M.W. & C.L. Gressle
531-586

State

44591
1.52 Ac.

44592
4.92 Ac.

44593
2.49 Ac.

44560
2.60 Ac.

State
R.L. & R.M. Morgan
376-186 & 20-247

48' wide Structure

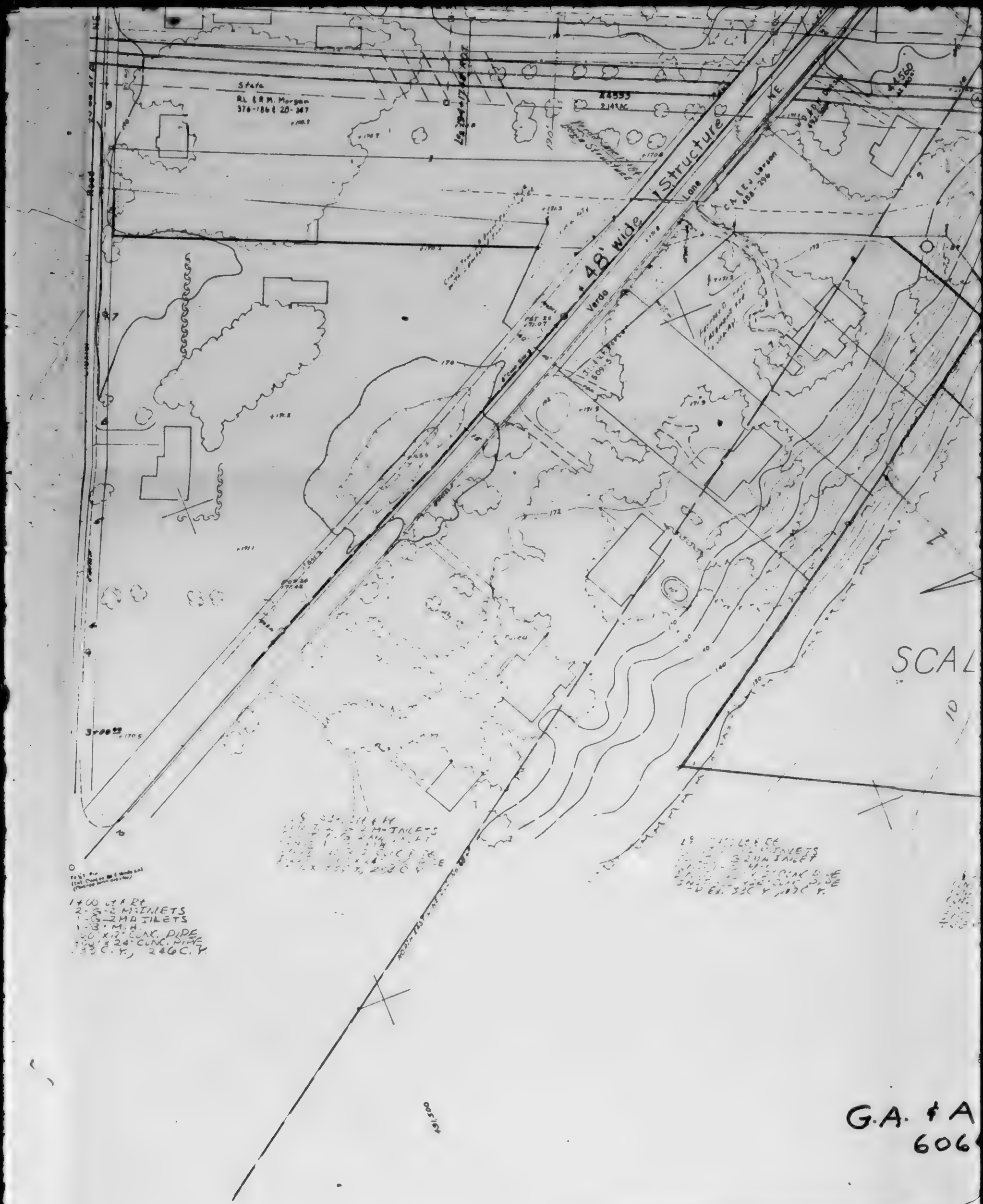
Verde Lane

C.A. & J. Larson
483-296

S27°35'13"E

Road

NE

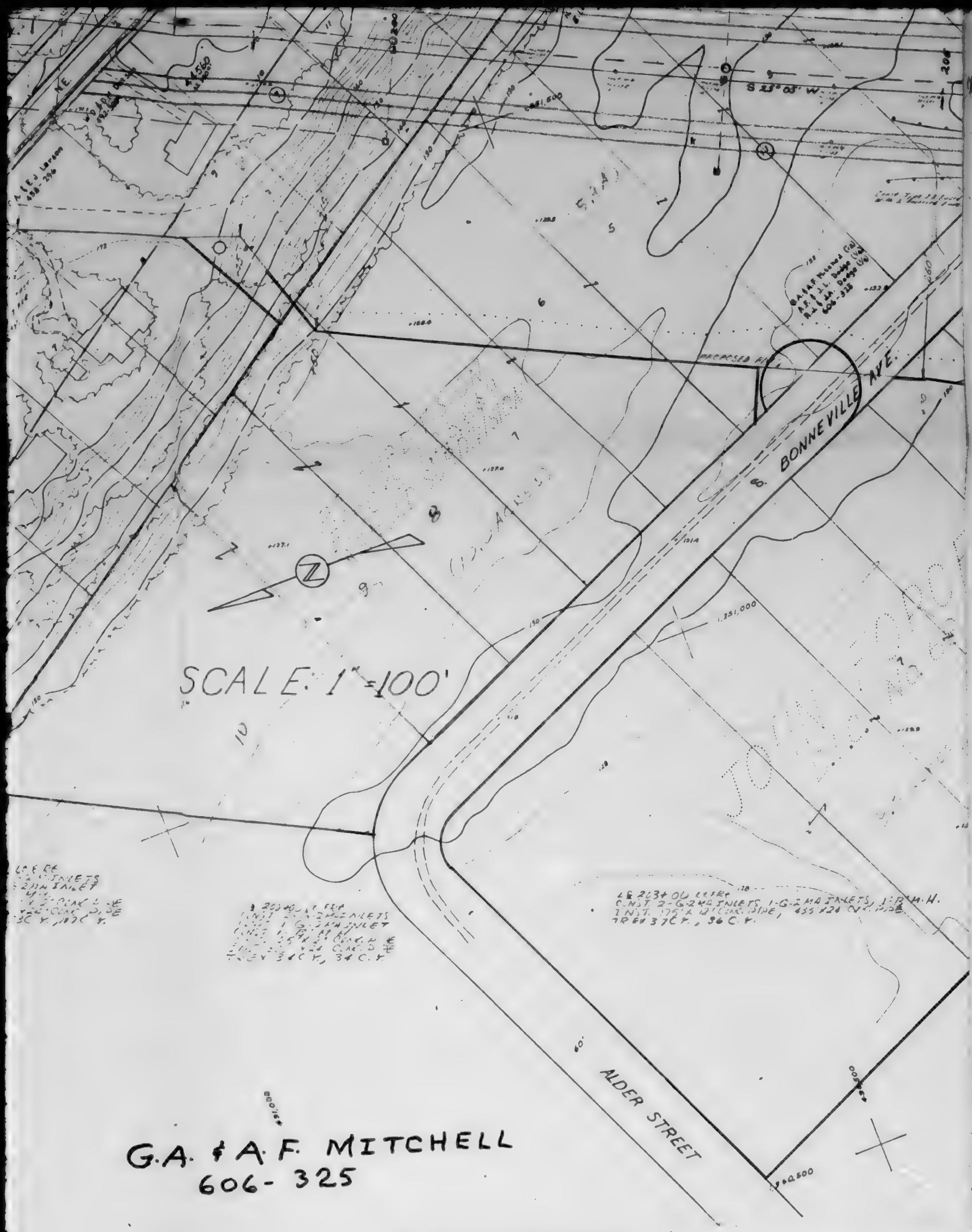

48' wide Structure
Verde
Lane
NE
State
R.L. & R.M. Morgan
376-186 & 20-347
SCAL
G.A. & A
606

T. 7 S., R. 3 W., W.M.

I 305 FRWY.

MARION COUNTY

BONNEVILLE AVE.


S 23° 05' W
PROPOSED
BONNEVILLE AVE.
60'
ALDER STREET
60'
1,351,000
SCALE: 1" = 100'
G.A. & A.F. MITCHELL
606-325

S 25°04'40" W

CANDLEWOOD DRIVE

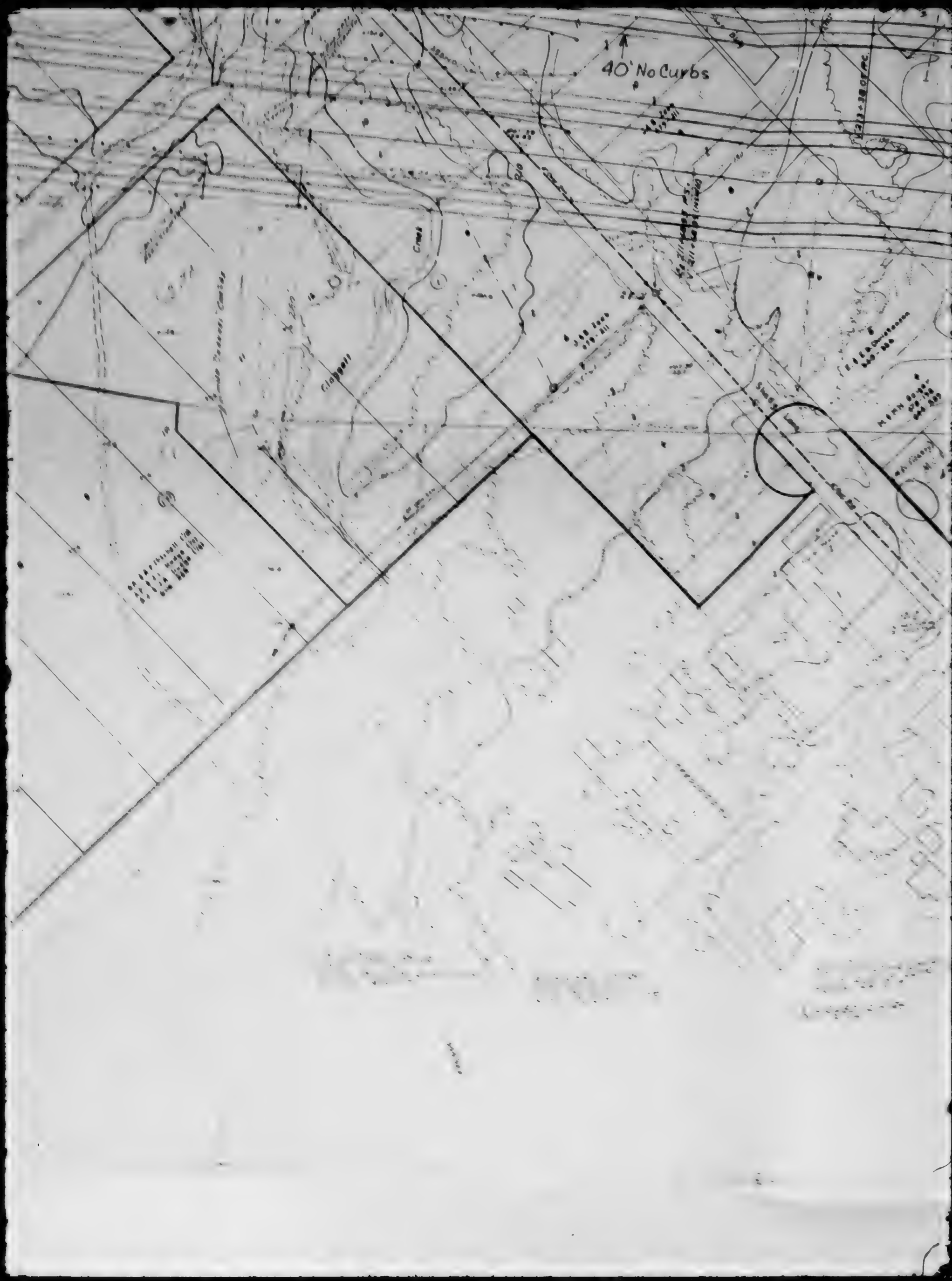
S 25°05' W

40' No Curbs

Brush & Trees

Creek

Clogsell


40' No Curbs

40' No Curbs

ABANDONED

Creek

Clapsell

Shady

Long

Lane

Trailer House

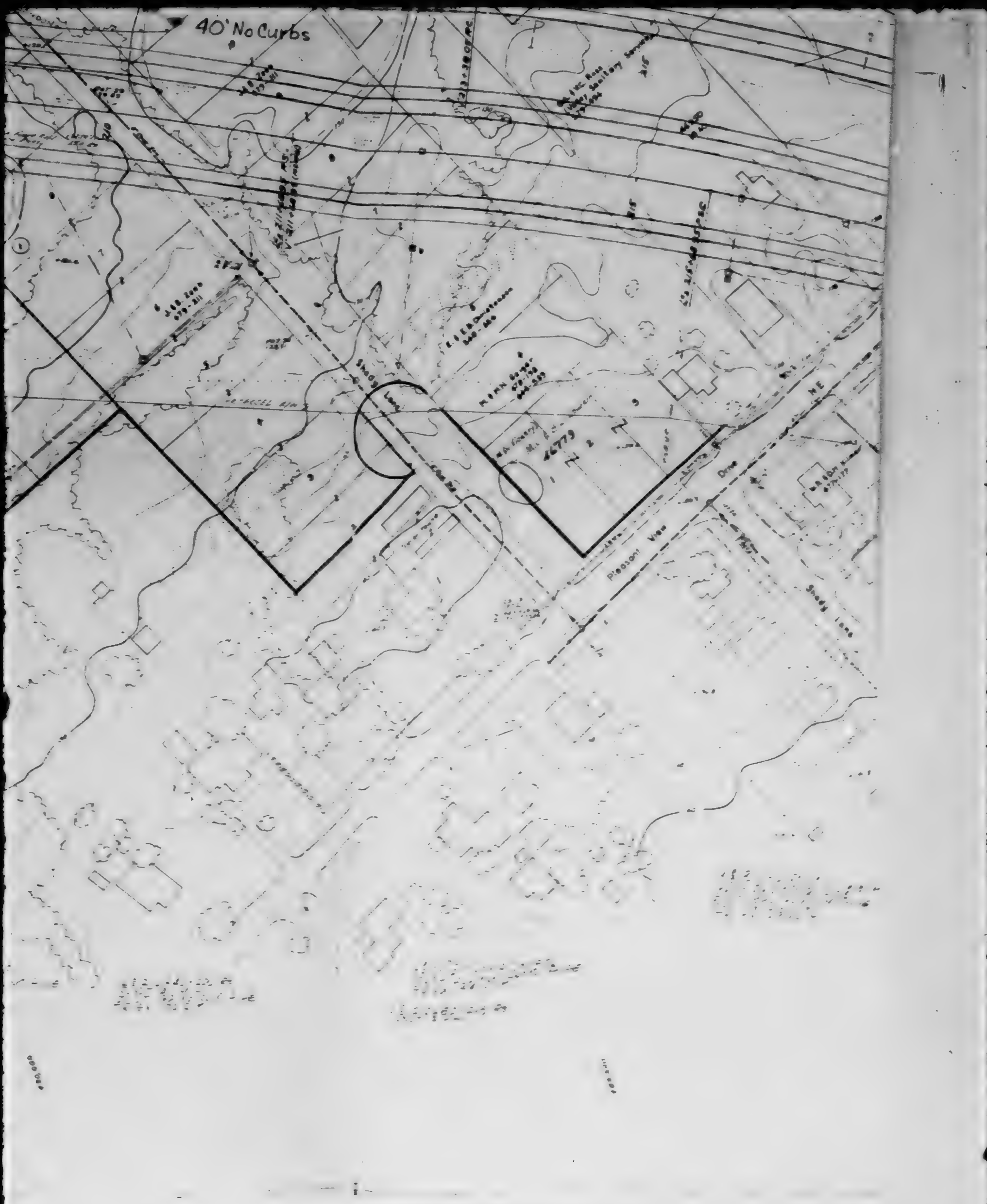
Lt. 207+80 - 195' Lt.
Const. Catch Basin
East 5.00 x 8" @ Conc. Pipe
Tie-in 4.12 C.Y.

Lt. 210+80 - 220' Rt.
East Catch Basin
East 16.0 x 8" @ Conc. Pipe
Tie-in 17.0 C.Y.

Lt. 212+80 - 215' Rt.
East Catch Basin
Tie-in 8.1 C.Y.

S 43°04'10" W CAMELWOOD DRIVE

40' No Curbs


40' No Curbs
Pleasant View
Drive

RECEIVED
JAN 12 1973
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 18, 1972

RECEIVED
DEC 19 1972
RIGHT OF WAY

I-305
1 p.

To: Mr. John R. Oakes
Asst. Right of Way Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Hardship Request
G. A. Mitchell Property

Chemawa Road-Hickory Street
Salem Freeway
Marion County

Attached is a letter from G. A. Mitchell requesting that we acquire his property on a hardship basis. The property is located between Stations 200+00 and 207+00 on both sides of the center line.

You will note from the letter that Mr. Mitchell made a previous request that was not answered to his complete satisfaction. Mr. Mitchell came to this office last week and discussed the matter in person with Virgil Wilson, and he is now resubmitting his request that we define the limits of the proposed right of way.

Would you please determine whether or not we can acquire this property within the foreseeable future.

The preliminary location map indicates that we will be taking approximately 8.7 acres from this ownership for right of way. This is undeveloped property and the estimated value of the taking is $35,000. There will be no relocation costs. The entire ownership is too large to consider as an entire taking unless the remainder could be acquired as a park.

The indecision regarding the limits of the right of way and the linear park has finally reached the point where we are creating a definite hardship for many of the owners. If we do not buy the necessary right of way within the immediate future, I doubt if the owners will continue to delay their development plans.

NOTED
E. S. HUNTER

ROD J. HENRY
District Right of Way Supervisor

RJH:ph

RECEIVED
DEC 19 72
STATE HIGHWAY DEPT.

19.7 Ac Total R/W
8.6 Ac Remainder
11.1 Ac

SP 52479 734

610 Alberta Avenue
Sunnyvale, California 94087
December 9, 1972

Mr. Rod J. Henry
District Right of Way Supervisor,
Highway Division
Department of Transportation
2960 State Street, East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Henry:

Enclosed is a copy of a letter sent to us by the Highway Division in April of this year. You are also probably aware of conversations we have had with your associates during the past couple of days. In accordance with the suggestion of your associate Mr. Wilson, we are setting forth our "Catch 22" situation.

Although there have been informal meetings, a definition of the property limits to be acquired for Highway Division purposes has never been provided with respect to our parcel; nor have we ever received any definitions of property limits other agencies may wish to acquire for park and other purposes related to the highway project. We have tried to be patient, but the delay is burdensome; it is urgent that we proceed with our plans. We therefore respectfully request that you process the acquisition of our property as soon as possible--at least to the extent of defining the areas to be involved in the takings. With reference to the portions of our property which public agencies apparently wish to acquire for park purposes, will you ascertain from those agencies what part of our parcel will be acquired and <u>when</u>.

We would greatly appreciate your getting back to us at your earliest convenience.

Very truly yours,

George A. Mitchell
Telephone (408)-245-1871

RECEIVED
DEC 15 1972
DISTRICT II
R/W

RECEIVED
FOR FILING

Const
Hwy Aid
Interst

I-305

April 13, 1972

Mr. George A. Mitchell
Oasis Mobile Manor
610 Alberta Avenue
Sunnyvale, California 94087

Dear Mr. Mitchell:

407

Re: Chemawa Road-Hickory
Street Section
Salem Freeway (I-305)
Marion County

Reference is made to your letter received March 27, 1972, regarding your property along the proposed Interstate Highway 305 in Salem.

Enclosed is a sketch map and description of this spur route into Salem and also a print of our preliminary detail map indicating the approximate right of way needed through your property for the basic freeway. As mentioned in the narrative on the back of the sketch map there is a linear park type of development under study along the westerly side of the facility and it is the design of this added feature that is holding up finalization of our plans and delineation of the total right of way needed through your property. This work is being done in conjunction with local planners and at the current rate of progress we would expect to be in a position to negotiate with you sometime this fall.

I appreciate your concern in this matter but would request your continued patience until we have time to consummate final plans with local interests.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

Enclosure
bc: Tom Edwards
F. B. Klaboe
F. L. Hall w/corres. & encl.
D. H. Moehring w/corres. & encl.
J. B. Boyd w/corres. & encl.
ADO:ESH:jh:jf

SALEM SPUR (CHEMAWA ROAD-HICKORY STREET SECTION OF INTERSTATE 305)

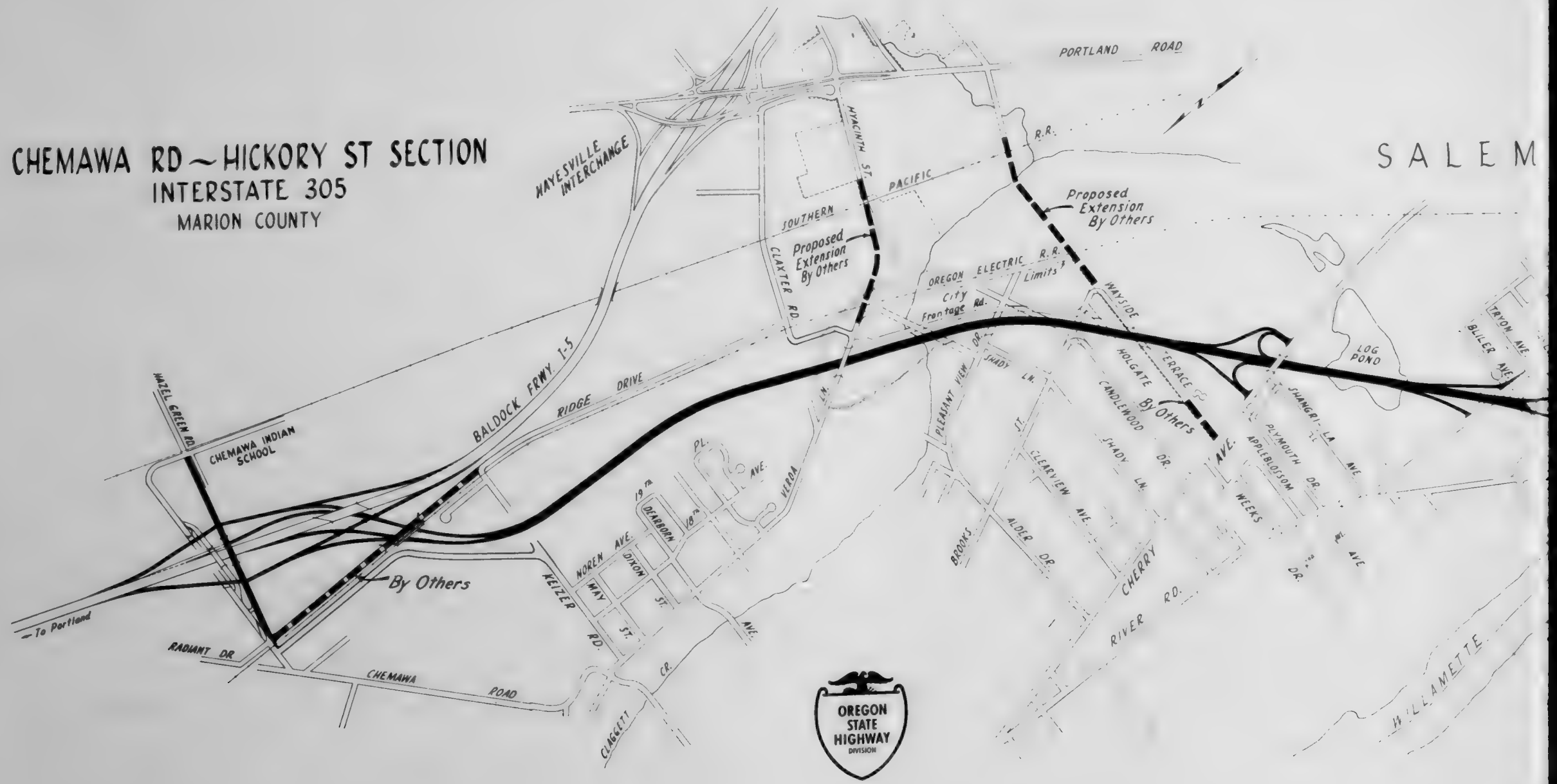
There lies in Salem's transportation future an almost magic-carpet-like northern entrance to the state's capital city. Still in the planning stages, but well beyond the preliminary phase, this new freeway combines the efforts of civic groups as well as highway planners in providing motorists a most pleasing entryway to the core area of Salem.

The Salem Spur (Chemawa Road-Hickory Street Section of Interstate 305), as it is officially known, will be a four-lane divided highway. The northerly portion will basically have 12-foot travel lanes, 10-foot outside and 6-foot inside shoulders, with 100 feet between centerlines. The southerly portion of the project will have a variable median with a minimum width of 16 feet, 12-foot travel lanes, 10-foot outside and 6-foot inside shoulders. Access to the facility will be fully controlled with interchanges provided at major road or street intersections.

As presently visualized, the facility will have one overcrossing structure and seven undercrossing structures. It has been designed to mesh with the City of Salem's future transportation planning. Community appearance and noise problems are being carefully considered as planning progresses.

The northerly terminus of the project is on Pacific Highway (Interstate 5),

CHEMAWA RD ~ HICKORY ST SECTION
INTERSTATE 305
MARION COUNTY



CKORY ST SECTION
ATE 305
COUNTY

SALEM

PORTLAND ROAD

MAYESVILLE INTERCHANGE

HYACINTH ST.

R.R.

PACIFIC

SOUTHERN

Proposed Extension By Others

CLAXTER RD.

OREGON ELECTRIC R.R.

City Limits

Frontage Rd.

WAYSIDE

BALDOCK FRWY. I-5

RIDGE DRIVE

INDIAN POOL

By Others

PL.

AVE.

19TH

DEARBORN

18TH

VERDA

NOREN AVE.

DIXON

MAY ST.

KEIZER RD.

CR.

CHEMAWA ROAD

CLAGGETT

OREGON STATE HIGHWAY DIVISION

PLEASANT VIEW DR.

SHADY LN.

HOLGATE

CANDLEWOOD

TERRACE ST.

By Others

CLEARVIEW AVE.

BROOKS

ALDER DR.

CHERRY

RIVER RD.

SHADY LN.

DR.

AVE.

APPLEBLOSSOM

PLYMOUTH DR.

WEEKS

2ND

LOG POND

PINE

HICKORY

TRYON AVE

BLILER AVE.

TAYLOR ST

BROADWAY

NE 4TH

ST.

LIBERTY ST

COMMERCIAL

FRONT

MARION CO.

POLK CO.

WILLAMETTE RIVER

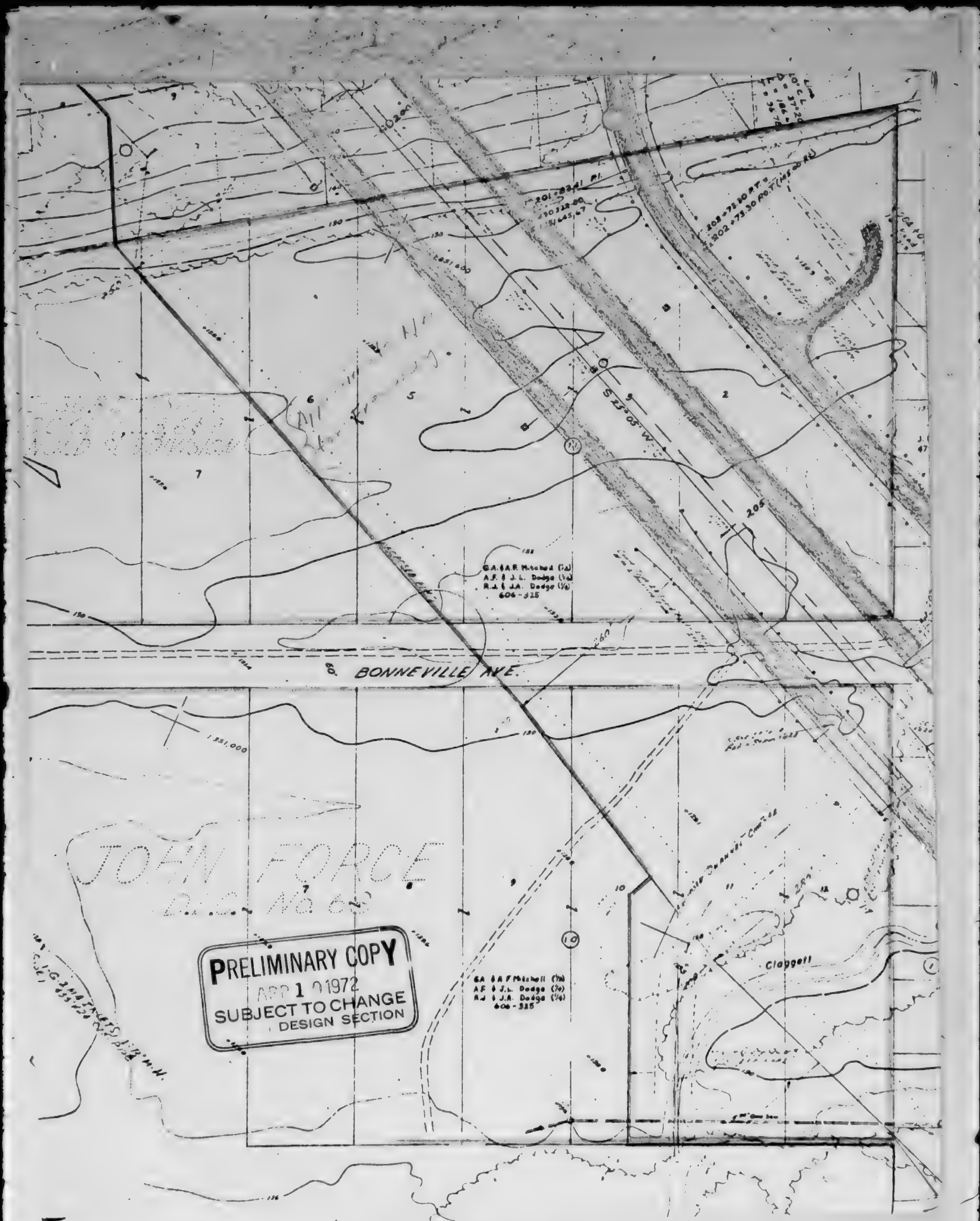
approximately 0.7 mile north of Chemawa Road. The southerly terminus is at Hickory Street in Salem.

The facility is designed to relieve future traffic congestion on the highway and street systems serving the Salem area from the north. It is estimated that an average of 12,000 to 15,000 cars will be using the facility when it is built.

Planners are considering a linear park type of development along the westerly side extending from Chemawa Road to Cherry Avenue. It would serve as a buffer between the roadway and the adjacent residential areas. Construction of earth sound barriers will be analyzed and used at selected locations if practicable.

In developing plans for the proposed northern gateway to Oregon's capital, the State Highway Division has studied suggestions and recommendations of the Citizens' Advisory Committee Report to the Mid-Willamette Council of Governments and has incorporated their ideas into the proposed design where practicable. They have endeavored to produce the best design possible for the Salem area. This project has been the result of complete community involvement throughout the entire planning, design, and it is hoped, construction stages of this facility.

At the present no date has been established for the start of construction but it will be accomplished when funds are available. As part of the Interstate Highway System, the Federal Government will pay 92 percent of the cost and the State, 8 percent.


60' BONNEVILLE AVE.
S 23° 03' W
205
G.A. & A.F. Mitchell (1/2)
A.F. & J.L. Dodge (1/2)
R.J. & J.A. Dodge (1/2)
606 - 325
JOHN FORCE
U.S. No. 6
PRELIMINARY COPY
APR 1 1972
SUBJECT TO CHANGE
DESIGN SECTION
Clappell

WMA
Member

George A. Mitchell

OASIS MOBILE MANOR

"Mobile Home Living"

610 ALBERTA AVENUE
SUNNYVALE, CALIFORNIA 94087

(408) 245-1871

Hall
Olson
Turpin
Olson
Trout

RECEIVED
MAR 3 - 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To
Bring Up ___/___/___
Other

March 16, 1972

Mr Tom Edwards
State Highway Engineer
State Highway Division
Salem Oregon

Mr. Edwards:

We are writing this letter in hope of getting some answers as to the State Division of Highways needs and intentions, as to the aquisition of our property in the Keiser Claggett creek area known as Arnold subdivision Blks 1,2,3,6.

We have had a hold by the Marrion county Planners put on this property since 1967, and they state we can not use the property for any use until we have settled with the Divisions needs.

This situation is becoming a burden, but more so a frustration; any and all information as to the amount of land the division needs and the time the division will aquire the land, and what value the division places on the land needed will be welcomed, and necessary to our future course of action.

Yours Truly

Geo A Mitchell Co Owner Geo A Mitchell
Robert Dodge Co Owner Robert Dodge
Frank Dodge Co Owner Frank Dodge

RECEIVED
MAR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

3-30
Hall
RJ/se

94411

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 29, 1973

TO G. L. Green
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem) Sec. ROW
File 47491-United States of America

We hereby request your authorization to proceed with the actual acquisition of the above listed property as programed on the subject project and as outlined in red on the enclosed sketch map.

We are enclosing a copy of Mr. Oakes' memo of January 25, 1973 which sets forth the estimated cost of the property, including the relocation assistance and building demolition.

The relocation plan for this project was approved by your letter of August 12, 1970 and the enclosed copy of Mr. Werner's memo of January 19, 1973 provides additional information regarding the relocation needs of the persons to be relocated and indicates that within a reasonable period of time prior to displacement a comparable replacement dwelling will be available for each displaced person. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

Attachment

CL:pr

cc: J. R. Oakes
R. N. Chase
M. R. Mitchell

RECEIVED
JAN 15 1973

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 10, 1973

In reply refer to: 10-35.7

FROM : G. L. Green, Division Engineer
I 305 Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 11 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street Section
Files 45974, 46829, 46830, 46831, 46832, 46833

Based upon supporting data submitted with Mr. Moehring's December 27 letter I am restoring full Federal participation on File 45974. I previously restored full Federal participation on Files 46829, 46831, and 46832. Partial Federal participation was restored, to the extent of the State's appraisals, on Files 46830 and 46833.

On Files 46830 and 46833 there is no change in the extent of Federal participation. The amounts of $4700 and $15,500 remain in an ineligible status.

Mr. Moehring's letter requests Federal participation on the basis of Instructional Memorandum 21-3-64 dated June 12, 1964. The IM is not applicable in the subject case as there was substantial noncompliance with policies and procedures relating to appraisals and negotiations. The extent of this noncompliance was outlined in the ineligibility notifications and my November 3, 1972 letter.

1-15-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 29 1972
FOR FILING.

RECEIVED
STATE HWY ENGR
DEC 28 72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I 305

December 27, 1972

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
D. H. MOEHRING

FROM D. H. Moehring
Right of Way Engineer

F. B. MABOE

SUBJECT Files 45974, 46830, and 46833
Chemawa Road - Hickory Street Section
Salem Freeway, Marion County

By a letter dated November 3, 1972, you denied participation in the subject file which is needed for replacement property for the Chemawa Indian School acquisition north of Salem.

Attached is correspondence relating to the personal effects owned by the Del Monte Corporation which were at one time on the subject file. The personal effects were irrigation pipe, portable shelters for strawberry or bean harvesting, and two portable outhouses used by pickers.

A letter has been received from the Del Monte organization advising that they are not going to file a claim for the moving of the personal property involved. This should take care of the relocation problems on this file.

In your November 3 letter you also stated that documentation must be provided for settling substantially over the appraisal. In my letter to you dated October 13, 1972, I advised you that there was no way for us to take title to this property other than by option, as we had no power of condemnation under Oregon statutes, and likewise the Department of Interior had no power to condemn the property under Federal statutes.

The only way to satisfy the Department of Interior's demand that the Farley property be deeded to them in exchange for the

Indian School property needed by the State for the Interstate freeway was to purchase the property from Farley at the best deal the State could make. This is the reason for taking the option at the demand figure of the owner. This same situation prevailed on files 46830 and 46833.

In my letter to you of October 13, 1972, I asked that you refer this entire matter to your Washington office for review under the provisions of the so-called "forgiveness memorandums 21-3-64 and 21-3-64[1]". If you do not feel that you can act upon this matter at the Oregon Division level, then I would ask that you refer the matter to your Washington, D. C. office as previously requested.

DHM:JP
cc Tom Edwards
F. B. Klaboe
V. E. Skoog
L. H. Young
M. R. Mitchell

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1972

SUBJECT: File 45974 Farley
Del Monte Corporation
Chemawa Road-Hickory Street
Salem Freeway

To: D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, OR 97310

Virgil Wilson contacted the local representative of the Del Monte Corporation and informed them that they were eligible for relocation benefits. He asked them to submit an inventory of the personal property that was moved from the Farley property so that we could estimate their moving allowance.

Attached is a letter from Roy Schulbach of Del Monte Corporation indicating that they do not believe that a moving allowance is justified.

ROD J. HENRY
District Right of Way Supervisor

RJH:nd
Attachment

SP*52475-734

45974

Del Monte Corporation • Plant No. 126, P.O. Box 790, Salem, OR 97308 • Telephone (503) 363-9158

December 21, 1972

Mr. Virgil Wilson
2960 State Street
E. Salem Highway Bldg.
Salem, Oregon 97310

Dear Mr. Wilson:

Having been unable to reach you by telephone before you left the city and because I will have left before your return, I am writing to explain the position of my superiors in the Del Monte organization in regard to recovering moving cost incurred by our Agricultural Research Department in moving from land purchased by the Highway Department from Roy and Harriet Farley.

I have been asked not to file a claim because it was our intent to move prior to notice of the purchase of the land by the Highway Department. Because this is the case, we do not feel we have a valid reason to recover these moving costs.

Sincerely yours,

DEL MONTE CORPORATION

By Roy Schulbach
Roy Schulbach,
Agriculture Research Supervisor

RS:ah

cc: Mr. L. D. MacKellar

RECEIVED
DEC 26 1972
DISTRICT II
R/W. OFFICE

171

OREGON STATE HIGHWAY DIVISION
Planning Section
Environmental Unit

NOISE IMPACT REPORT
FOURSQUARE CHURCH - I-305

INTRODUCTION

The Highway Division proposal to construct a freeway spur (I-305) to serve as a northern entrance to the City of Salem has been the subject of much discussion and study. The facility's main purpose is to relieve traffic congestion on the present radial arterials connecting northeast Salem and I-5. Additional attention has been drawn to the proposed facility as it has been recommended to extend the facility across the Willamette River to provide an additional river crossing for Salem commuters.

A complete environmental impact analysis of the proposed facility will be performed and an associated impact statement will be published at a later date. During the preliminary right-of-way studies of the facility however, the Highway Division received a request for an analysis of noise impacts from Reverend Raymond L. Cox and his congregation at the Foursquare Church, 2765 Broadway N.E., Salem. The following report was prepared in response to this request.

ANALYSIS

The proposed I-305 roadway is proposed to be located approximately 90 feet from the north sanctuary wall at an elevation of 25 feet

(see Figure 1). The elevation in itself will provide a measure of protection due to the acoustical shadow zone formed by the structure. Taking this into account, together with other pertinent roadway parameters, the traffic noise expected in 1990 from I-305 at the church was calculated by a computer noise model. Existing noise levels over the hours of the day when the church might be occupied for services or business meetings were measured at a point behind and opposite the sanctuary.

In order to predict the indoor traffic noise level, tests were conducted to determine the noise transmission loss through the north sanctuary wall. These tests were made for both windows open and windows closed conditions to predict indoor levels in summer and winter as the sanctuary is not air-conditioned.

RESULTS

Table 1 shows the various noise levels as measured and predicted for the Foursquare Church site.

TABLE 1

FOURSQUARE CHURCH NOISE LEVELS

	1972 Measured	1990 Outdoor Predicted	Attenuation Closed Win.	Attenu-tion Open Win.	1990 Indoor Closed Win.	1990 Indoor Open Win.
L_{10}	56	67	29	17	38	50
L_{50}	54	57			28	40

The L_{10} and L_{50} symbols are statistical descriptions and represent the noise levels that are exceeded ten percent and 50 percent of the time. The 50 percent level is often referred to as the mean, or average noise level. The dBA (decibel-A scale) unit is a measurement of sound pressure level. The "A" scale suppresses low frequency sounds much like the human ear and provides a noise measurement which correlates human annoyance with traffic noise.

Traffic noise design levels have recently been issued to the states by the Federal Highway Administration for use in highway noise abatement and design work. FHWA design levels are expressed in terms of the L_{10}. The recommended noise levels for churches are 70 dBA, exterior, and 55 dBA, interior, to be observed during the expected worst case condition. Since diesel trucks influence the L_{10} level significantly and are usually cited by people as being the most noticeable and annoying, the I-305 peak truck hour traffic level (1:00 to 2:00 p.m. on a weekday) was used to calculate the predicted noise levels in Table 1. Normal church operation hours occur after 7:00 p.m. and on Sundays when traffic levels are very much lower than weekday volumes. Consequently, the actual noise levels during periods of use should be somewhat below those shown in Table 1.

The expected exterior noise level in 1990 (67 dBA) lies 3 dBA below the FHWA design level, thus meeting this requirement. Subtracting 17 dBA from the exterior traffic noise level for the open window condition yields an indoor sanctuary noise level of 50 dBA (5 dBA below the FHWA design level). This level of noise in a church with a balance between

reflective and absorptive surfaces will allow conversation at normal voice levels over a distance of about 12 feet. Most speakers, such as pastors or teachers, develop peak sound pressure levels of 65 to 75 dBA when measured at three feet. Based on these considerations, pastor-congregation communications should not be worse than present conditions when not using the sound amplification system. Use of the sound system for a capacity congregation might be desirable especially for female speakers.

With the windows closed, the indoor noise level of 38 dBA offers further improvement of the conditions described above, exactly equaling the ambient noise as measured in the sanctuary when unoccupied. If the wall heaters in the sanctuary are operating, the background noise thus generated will actually mask outside traffic noise.

CONCLUSION

The proposed I-305 facility meets FHWA L_{10} levels in the vicinity of the Foursquare Church and should not adversely affect normal church operations. The noise predicted levels occur during days and hours not normally associated with high church use. Modifications to the church structure and/or sound reinforcement system should not be necessary.

AG:bb
11-29-72

Figure 1. LOCATION OF FOURSQUARE CHURCH AND PROPOSED I-305 FREEWAY

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 22, 1972

In reply refer to: 10-35.7

FROM : for G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
File 47478, Capital Garage Door Company

Attached is our authorization to proceed with the actual acquisition of the property listed under File 47478. It is recommended that the State attempt to acquire the entirety with Federal participation in accordance with Paragraph 7d of PPM 80-1.

Alternate appraisals should be made on the basis of acquiring the entirety or on the basis of a partial taking of 0.18 acres with access control to the remainder. In the event that the valuation of the entire property substantially exceeds the recent sales price of the property, it is suggested that the matter be discussed prior to purchase.

Enclosure

RECEIVED
STATE HWY ENGR
NOV 24 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Cirn | Trt | Ila

11-27-72 yours truly

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORY STREET SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
I-603

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 22, 1972	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM FREEWAY ROUTE 65

GENERAL LOCATION:
SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47478 - CAPITOL GARAGE DOOR COMPANY, AS REQUESTED IN MR. YOUNG'S OCTOBER 17, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE #47478

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE BASED ON PARAGRAPH 7D OF PPM 80-1.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-72	E. J. Mattias	for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
OCT 17 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 17, 1972

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

~~FROM~~ L. H. Young
Programing Engineer

I-305
Sal.

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St.
(Salem) Sec., ROW
(File 47478-Capitol Garage Door Co.)

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of October 16, 1972, with attachments which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property.

The relocation plan for this project was approved by your letter of August 12, 1970, and Mr. Oakes enclosed memo indicates the acquisition of the subject property involves the relocation of a business. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in PM 80-1-71.

CL:bb
Attach.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

I-305

November 13, 1972

Mr. W. J. Kvarsten, Director
Mid Willamette Valley Council of Governments
Civic Center, Room 305
555 Liberty Street S.E.
Salem, Oregon 97301

Dear Mr. Kvarsten:

Re: Chemawa Road-Hickory Street Section
Salem Freeway (I-305)
Marion County

Reference is made to your August 30, 1972 letter requesting that revisions be made to the I-305 plan in the vicinity of Chemawa Road and at Claxter Road.

Studies were made of the requested grade separation of Chemawa Road and Oregon Electric Railroad and the extension of Chemawa Road westerly to Lockhaven Drive. We find that this would cost approximately $1,200,000 more than the current crossing at grade with railroad signals, gates, etc. Since there are six freight trains per day on the Oregon Electric Railroad and 25 freight trains plus three passenger trains on the Southern Pacific Railroad on the other side of the freeway, it would be obvious that overcrossing the Southern Pacific Railroad would be even more important and would have to be considered at the same time. No estimate was made for that crossing but it would be roughly the same cost - for a total of $2.4 million.

A request was made to the Federal Highway Administration to extend Interstate participation to include the two railroad grade separations: however, as advised when the interchange was moved from Keizer Road to Chemawa Road, Interstate participation is limited to the point where the crossing over the freeway would normally touch down to ground level. An extension from that point to a logical connection to the existing or a proposed at grade routing is allowed. Since the County is in no position to construct grade separations over the railroads at this time, the at-grade crossings with protection devices will be utilized.

The construction of a grade separation at Claxter Road and I-305 has been discussed in the past and to our knowledge there has been nothing to indicate the justification for construction of two structures over the freeway within 700 feet of each other when they intersect within 800 feet of the freeway. One or the other should be able to serve the traffic adequately and to date the County has indicated that they preferred the Verda Lane route.

The decision as to whether the Ridge Drive construction is necessary to serve the area or not has no bearing on the limits of Interstate participation or on the funds available for the overall project. If a facility is not necessary or is undesirable as you indicate, then it should be eliminated from the plan. If it is eliminated, its cost cannot be transferred to pay for some other item which would not be eligible for Interstate participation.

With verification by the Federal Highway Administration that there has been no change in the regulations relative to participation limits and funding procedures, we are unable to use funds saved by elimination of Ridge Drive for "higher priority projects in the same vicinity" as requested in your letter. Since your recommendation for elimination of the proposed Ridge Drive was approved on the basis of the alternate use of funds you may wish to reconsider this recommendation. Please advise us of your decision.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon 97301

Mr. B. T. VanWormer
City Engineer
City of Salem
City Hall
Salem, Oregon

bc: F. B. Klaboe
Frank Hall
L. E. George
J. B. Boyd

ADO:jh jf

October 9, 1972
Salem, Oregon

Mr. Adrian Olson
Design Section

B U I L D I N G

Please contact John Anderson and discuss his wishes regarding Chemawa Road. I believe he was to write me a letter explaining his position which I did not receive. Then rough draft.

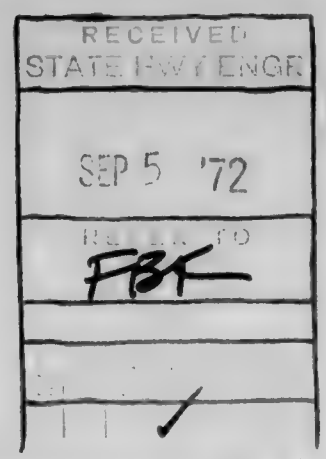
E. S. Hunter
Assistant State Highway Engineer

ESH:jf

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

ROOM 305 ★ CIVIC CENTER, 555 LIBERTY STREET S.E., SALEM, OREGON 97301
TELEPHONE (503) 588-6177
W. J. KVARSTEN, *Director*

August 30, 1972



Mr. George Baldwin
Administrator of Highways
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

On 13 June 1972, the Salem Area Transportation Study Coordinating Committee approved a recommendation that the proposed Ridge Drive extension, a part of the Marion County-State agreement on Interstate 305, not be constructed. This recommendation was approved on the basis that the Federal Interstate funds saved would be used for higher priority projects in the same vicinity.

It is the purpose of this letter to formally request of the State Highway Commission that the proposed Ridge Drive extension not be built, but in its place, concurrent with the construction of Interstate 305 and with the aid of Federal Interstate funds, that:

(1) a grade separated undercrossing be build at the intersection of the Burlington Northern Railway and Chemawa Boulevard:

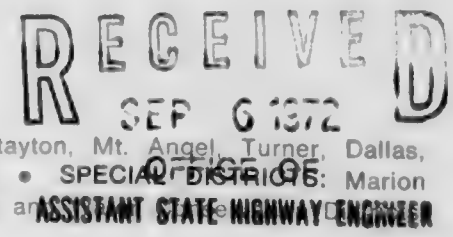
(2) Chemawa Boulevard be extended westerly to the existing Lockhaven Drive; and

(3) a grade separation be constructed at the intersection of Claxter Road and Interstate 305.

(see attached sketch map)

The Ridge Drive extension was originally proposed to provide better circulation in the area surrounding the Burlington Northern tracks, and particularly to provide access to the industrial area south of Keizer Road. The Coordinating Committee has since re-evaluated the extension and determined that adequate access will be available to these areas by other routes.

In addition, the I-305 Citizens Advisory Committee recommends against constructing the Ridge Drive extension, because of the anticipated harmful effects it would have on the Trailhead--Indian Center portion of the I-305 Linear Park. The I-305 Committee strongly feels the proposed street would subject the park to undue noise and pedestrian-vehicle traffic hazards, as well as reduce the



area of the park by the amount of right-of-way needed for the street.

The SATS Technical Advisory Committee estimates the Ridge Drive proposal would cost at least $620,000, including an estimated $550,000 of Interstate funds for the structure over I-305, and would benefit only a few users of property south of Keizer Road. The suggested alternatives relating to Chemawa Boulevard (the re-alignment of Chemawa Road) will have much greater benefits for the general public. With the construction of a major interchange at its intersection with I-305 and I-5. Chemawa Road and Lockhaven Drive will become the primary means of access to the Keizer area from the east. To safely accommodate the nearly four-fold increase in traffic predicted after the Chemawa Interchange is opened, it will be necessary to extend Chemawa Road westerly to Lockhaven Drive, and to construct a grade separation with the Burlington Northern Railway. This alignment corresponds to the Chemawa Boulevard Urban Arteral approved by the Coordinating Committee, the Highway Division, and the FHWA last summer.

The Claxter Road grade separation over I-305 has been requested by numerous residents and businesses, and by the Keizer Fire Department. These people feel, as does the Coordinating Committee, that maintenance of the Claxter route, as well as the Verda Lane route, is necessary for balanced circulation in this area.

It is believed that the above recommended changes to the supporting street network will help make Interstate 305 a true asset to the Salem area transportation system.

Very truly yours,

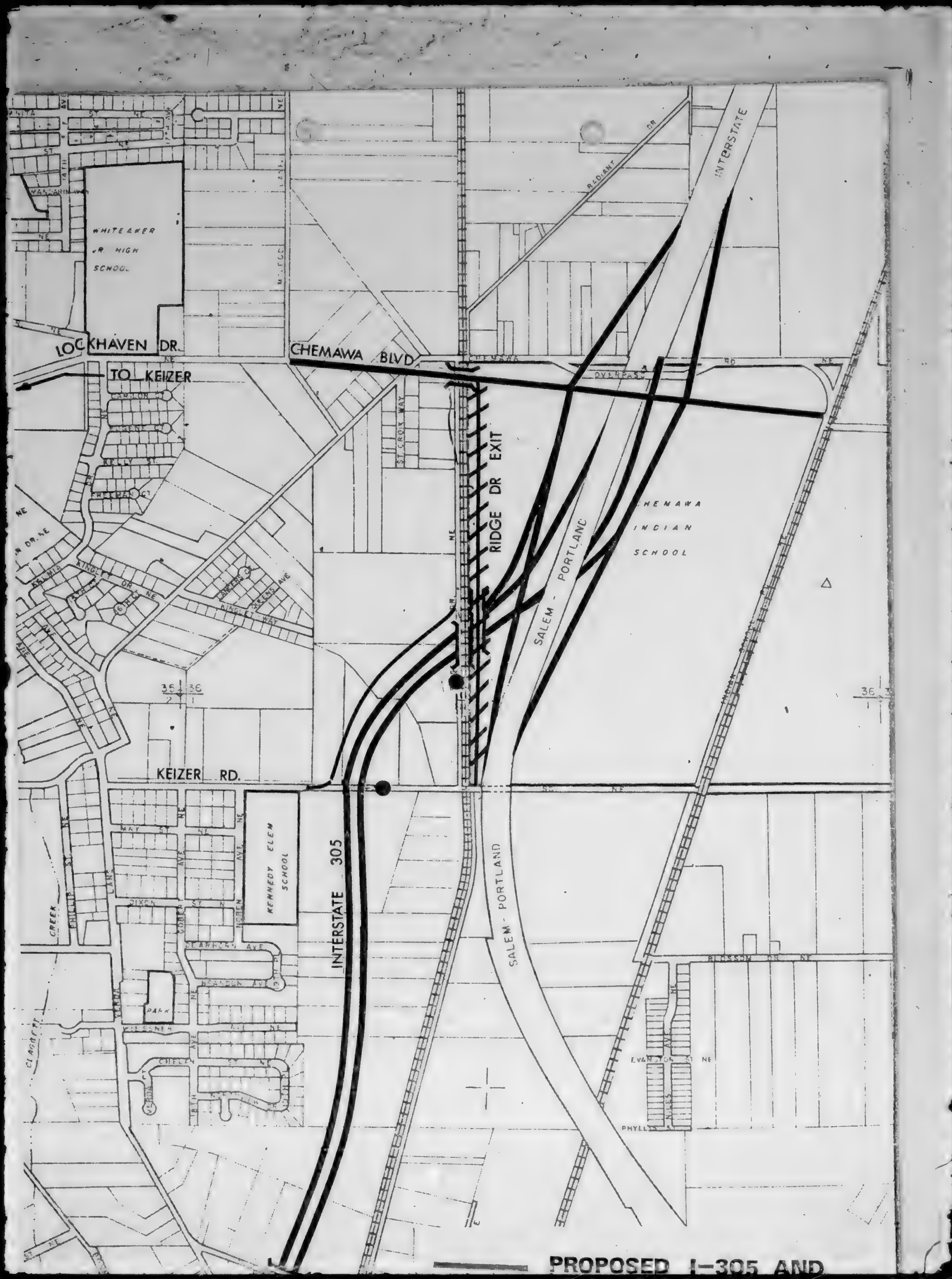
W. J. Kvarsten

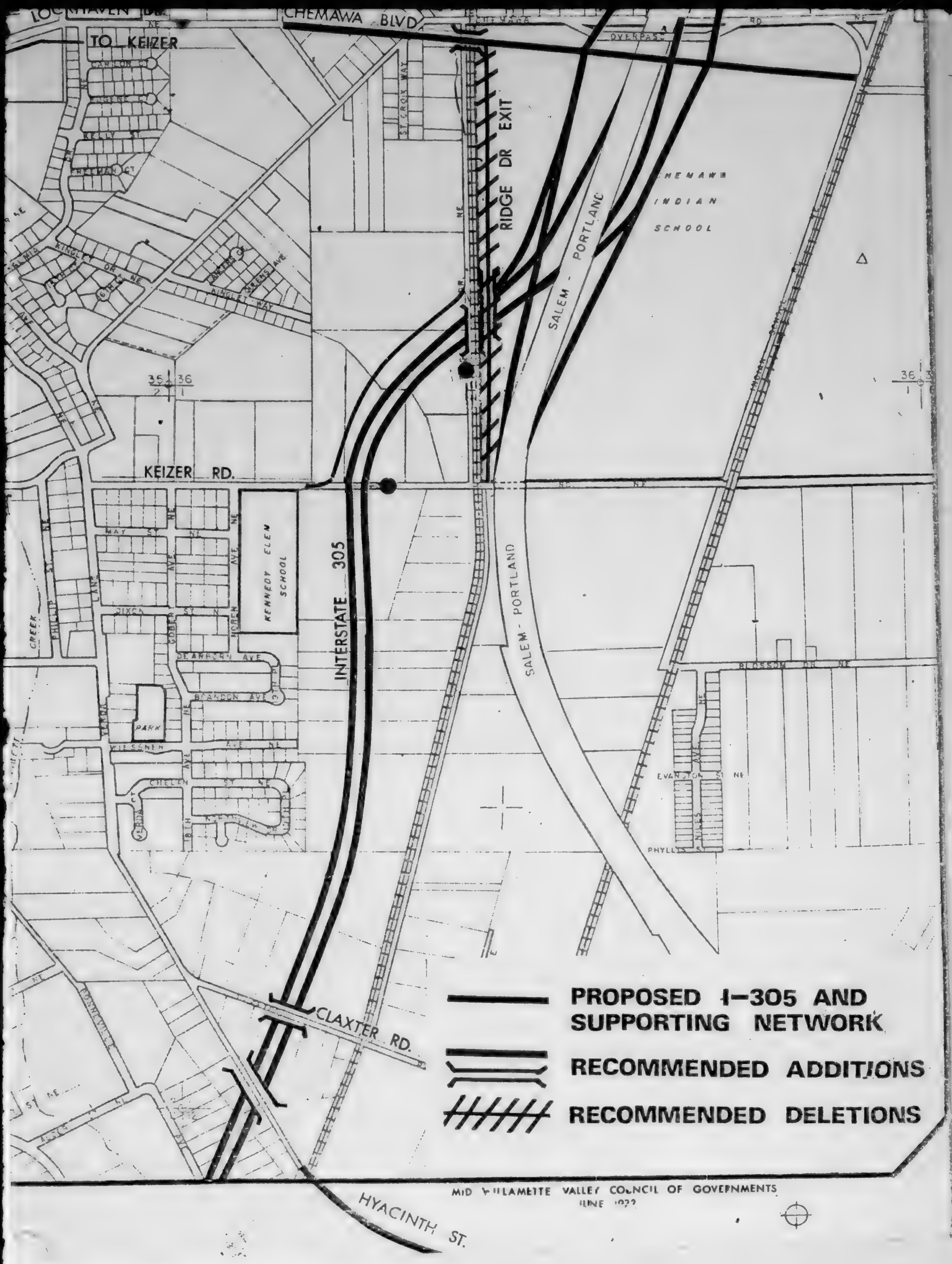
W. J. Kvarsten, Director
By: Larry K. Frazier, AIP
Administrator, Regional, County
and City Planning Division

caa

cc John Anderson
L. E. George
B. T. Van Wormer

RECEIVED
SEP 1 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS


WHITEAKER JR. HIGH SCHOOL
LOCKHAVEN DR.
TO KEIZER
CHEMAWA BLVD
OVERPASS
INTERSTATE
RADIANT DR
RIDGE DR EXIT
SALEM - PORTLAND
CHEMAWA INDIAN SCHOOL
KEIZER RD.
KENNEDY ELEM SCHOOL
INTERSTATE 305
SALEM - PORTLAND
PARK
PROPOSED I-305 AND


TO KEIZER
CHEMAWA BLVD
RIDGE DR EXIT
SALEM - PORTLAND
CHEMAWA INDIAN SCHOOL
KEIZER RD.
INTERSTATE 305
KENNEDY ELEM SCHOOL
PARK
CLAXTER RD.
HYACINTH ST.
PROPOSED I-305 AND SUPPORTING NETWORK
RECOMMENDED ADDITIONS
RECOMMENDED DELETIONS
MID WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS
JUNE 1972

9491

DEPARTMENT OF TRANSPORTATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

I-205-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD—HICKORY ST. SECTION (SALEM)

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
I-603

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR

Info	ives	R/D	O/R	C.E.n	Att	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	NOVEMBER 6, 1972	INTERSTATE ROUTE 305	SALEM FREEWAY #65

GENERAL LOCATION:

CITY OF SALEM

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47417 — OREGON ELECTRIC RAILROAD COMPANY, AS REQUESTED IN MR. YOUNG'S OCTOBER 26, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) RELOCATION PAYMENTS

FILE #47417
- [X] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-6-72	C. M. Baldwin	DIVISION ENGINEER

FORM PR-1240 (REV. 6-68) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
OCT 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE October 26, 1972

I-305
Sp.

FROM L. H. Young
Programing Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Road - Hickory St. (Salem) Section R.O.W.
(File 47417 - Oregon Electric Railroad Co.)

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the subject project. The property is included in the right of way as programed; however, outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of October 24, 1972 which sets forth the estimated cost of the property and a sketch map showing the location.

No relocation is involved in acquiring the necessary property interests on this parcel.

CL:pr

Enc.

cc: J. R. Oakes
R. M. Chase
M. Mitchell

RECEIVED
NOV 7 - 1972

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 3, 1972

In reply refer to: 10-35.7

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street Section
Files 45974, 46829, 46830, 46831, 46832, and 46833

Right of Way Engineer Moehring's October 13 letter provides background information as to why the State did not follow Federal-aid requirements concerning acquisition of replacement lands for the Chemawa Indian School. We recognize that the State could not use eminant domain proceedings in acquiring the replacement property. Based on this fact and the explanation in Mr. Moehring's letter I am restoring full Federal participation on Files 46829, 46831, and 46832. I am restoring partial Federal participation, to the extent of the State's appraisals, on Files 46830 and 46833. There is no change in the ineligibility notification on File 45974.

If the State desires Federal participation on File 45974 the matter of relocation benefits must be resolved concerning the personal property of a lessee. This is required by the Uniform Relocation Act. Documentation must be provided for settling substantially over the appraisal.

On Files 46830 and 46833 it is not clear why the State would make an initial offer of money to a property owner without an appraisal or in an amount far in excess of its appraisals. It was always the intention of this office, as evidenced by the original authorization dated March 31, 1971, that the State prepare appraisals and appraisal reviews as a basis for negotiations. The authorization also included relocation assistance and payments.

If additional documentation can be provided it may be submitted for reconsideration.

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR
Info | ives | R/D | D/R | Chem | Act | File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

11-8-72 Moehring

RECEIVED
FOR FILING

I-305

November 1, 1972

Marion County Board of
Commissioners
Courthouse
Salem, Oregon 97301

Gentlemen:

Re: On-Off Ramps of Reconstructed
Chemawa Overpass

On October 17, 1972, you requested that the proposed improvement to Interstate 5 at the Chemawa Overpass not include any access ramps to the Chemawa Overpass approaches. You also requested that the complete interchange at Chemawa Road, including the connecting ramps, be a part of the I-305 project.

Please be advised that our plans for the Woodburn Interchange-Hayesville Interchange improvement to Interstate 5 will reflect your request.

At this time we expect to take bids on that project December 21. This will permit you to plan for the orderly improvement of Chemawa Boulevard and Hazel Green Road up to a standard which will handle the estimated additional traffic generated by the interchange.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

ESH:ff

cc: John Anderson
bc: George Baldwin
Tom Edwards
E. B. Klaboe
Frank Hall
H. S. Cox

COMMISSIONERS
HENRY C. MATTSON CHAIRMAN
PAT McCARTHY
HARRY CARSON, JR.
EXECUTIVE SECRETARY
BRUCE PROSSER
LEGAL COUNSEL
DUANE R. ERTSGAARD

MARION COUNTY
BOARD OF COMMISSIONERS
COURTHOUSE
SALEM, OREGON 97301

TELEPHONE [redacted]
588-5212
AREA CODE 503

RECEIVED
STATE HWY ENGR
OCT 24 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

October 17, 1972

Mr. George Baldwin, Director
Dept. of Highway Administration
135 State Hwy. Bldg.
Salem, Oregon 97310

Dear Mr. Baldwin:

RE: On- Off-Ramps of Reconstructed Chemawa Overpass

On September 30, 1970, the Board of County Commissioners concurred in an agreement for the Chemawa Road-Hickery Street section of the Salem Freeway (I-305). This section now appears to be in the future, possibly 1975.

We have been advised, however, that the six lane improvement to I-5 between the Woodburn Interchange and the Haysville Interchange will be let to bid in the very near future.

It would be our request that the proposed improvement to I-5 at the Chemawa Overpass not include any access ramps to the Chemawa Overpass approaches.

We would prefer that the complete interchange at Chemawa, including the connecting ramps, be a part of the I-305 contract schedule. This will permit us to adequately plan for the improvement of Chemawa Boulevard and Hazel Green Road and to accept the estimated additional traffic generated by this interchange. May we have your favorable consideration to this request?

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Henry C. Mattson
Chairman

Pat McCarthy
Commissioner

Harry Carson Jr.
Commissioner

JAA:ja

RECEIVED
OCT 24 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Dated
Cary L. Ross
NOTED
R. L. SCHROEDER

RECEIVED
OCT 20 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-16-72

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
Chemawa Road - Hickory Street Section

COUNTY NAME
Marion

FROM:
G. L. Green, Acting Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-603

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
I 305 T
sp
Mr. G. M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

10-14-72
Young

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FBK
FOR
Info | Inves | R/D | R/R | Util | Other

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
10-16-72

FEDERAL ROUTE NUMBER
Interstate Route 305

STATE ROUTE NUMBER
Salem Freeway Route #65

GENERAL LOCATION:
Salem, Oregon

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with the acquisition of two parcels, File numbers 47465 - Moriarty and 47466 - Hudson, as requested in Mr. Young's October 4, 1972 letter. Federal participation will be limited to that right of way actually incorporated in the final location.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify) Relocation Payments.

File # 47465 & 47466

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered, by the State, adequate replacement housing available for immediate occupancy.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-16-72		Acting Division Engineer

FORM PR-1240 (REV. 6-70)
(EFFECTIVE TO BE USED UNTIL STOCKS OF FORM PR-1240 REV. 6-70 ARE EXHAUSTED)

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-305

DATE October 4, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. I-305-5(2)260**
Chemawa Rd. - Hickory St. (Salem) Sec. ROW
(File 47465 - Moriarty and 47466 - Hudson)

We hereby request your authorization to proceed with the actual acquisition of the above listed properties on the basis of hardship. The properties are included in the right of way as programed on the subject project, however, outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of October 2, 1972, with attachments which sets forth the estimated costs of the properties, the hardships which exist and sketch maps showing the location of the properties.

Within a reasonable period of time, prior to displacement, comparable replacement housing will be available for each displaced person on this project. This assurance is based on an analysis of the relocation problems and the relocation plan previously submitted and approved. Relocation assistance is being provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

G. L. Green
Acting Division Engineer

CL:pr

cc : Tom Edwards
L. H. Young

RECEIVED
OCT 17 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

RECEIVED
STATE HWY ENGR
OCT 16 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 13, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
D. H. MOEHRING

FROM D. H. Moehring
Right of Way Engineer

SUBJECT Federal-Aid Project No. I-305-5[2]260 - Chemawa-Hickory
Files 45974, 46829, 46830, 46831, 46832, and 46833

I recently received Federal-Aid Pre-Audit Ineligibility Notifications on six files which involved replacement properties the State acquired to bring about a settlement with the Department of Interior's Chemawa Indian School.

Under the terms of a three-party memorandum of agreement between the Departments of Interior and Transportation and the State of Oregon, the Department of Interior insisted upon the conveyance of the subject properties as a part of the consideration for the school lands needed to accommodate the construction of the Interstate highway project. The Department of Transportation, a party to the agreement, concurred in the matter, and it was the State's obligation to acquire the replacement lands required by the Department of Interior.

Please keep in mind that neither the State nor the Department of Interior was in a position to exercise eminent domain proceedings to acquire the replacement lands. This put the State on its own, in effect, to bring about settlements with the individual property owners.

Mr. Simpson [now deceased], your predecessor as Division Engineer, attended most of the meetings between the Departments of Interior and Transportation and the Highway Division

and was well aware of the difficult position of the State in its attempt to acquire the properties involved. The State made the best settlements it could during the time negotiations were underway, as the State could only acquire the properties providing the owners wanted to sell. If the State were unable to acquire the properties, then the Department of Interior would not agree to making available for highway purposes the lands needed for the highway construction project.

You are now notifying the State that you do not plan to participate in the cost of the replacement properties required by the Department of Interior because negotiations were commenced prior to the date appraisals were reviewed.

It appears to me that whether appraisals were even accomplished or not—to say nothing of their review—would have little bearing on the matter, as the thing of prime importance was the acquisition of the properties, for without them there would be no Interstate project. [The appraisal review date would have had no effect on the settlements; further, there was only one appraisal on each file, therefore the review in each case was the amount of the appraisal.]

I can see no other way for this section of the Interstate system to be completed, as the State was in no position to condemn a Federal agency for the right-of-way needed; neither could the State condemn for the replacement property demanded by that agency.

I have no other justification to offer for the settlements reached with the property owners involved other than the requirements set down in the three-party memorandum of agreement which was needed to secure the Chemawa Indian School property needed for the highway project. Your denial to participate in the acquisition of the property called for in the agreement based upon the State not having the appraisal reviews finished prior to the start of negotiations would appear to be an irrefutable way for you to deny participation in the acquisitions.

The provisions of IM 21-3-64 and IM 21-3-64[1] would seem to fit the situation which has occurred, and I request that this case be referred to your Washington office for appropriate action.

DHM:JP
CC Tom Edwards
F. B. Klaboe ✓
V. E. Skoog
L. H. Young
M. R. Mitchell

94491

RECEIVED
OCT 13 1972
FOR FILE

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-305

October 13, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. R. E. Sullivan

Re: Release of Easement
Chemawa Road-Hickory Street Section
Salem Spur, I-305
Marion County
File No. 45010

45009
45011

Gentlemen:

A parcel of land to be acquired from Anunsen Company for the relocation of Cherry Avenue N.E. on the subject project is encumbered by a power line easement owned by your company. The easement is not occupied by power line facilities. The existing power line occupies the easterly side of the Cherry Avenue right of way.

It is the State's wish that the portion of your easement within our proposed right of way be released to the State of Oregon. A copy of the easement and a sketch showing that portion to be released is attached for your information.

If the requested release meets with your approval, please sign and return two copies of the attached Release of Easement Document at your earliest convenience. If further information or assistance is required, please contact this office.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: F. B. Klaboe
J. B. Boyd
Rod Henry

RECEIVED
JUN 22 1971

6-23-71

FORM PR-1240
(REV. FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA RD-HICKORY ST SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
1-603

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
Chief
Fed Aid
Sal.
I 305
Sp

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 22, 1971	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM SPUR

LIMITS OF AUTHORITY
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 45010 - ANUMSEN CO., AS REQUESTED IN MR. YOUNG'S JUNE 18, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THE FAIR MARKET VALUE OF THE PORTION OF THE PROPERTY REQUIRED FOR THE HIGHWAY PROJECT PLUS SEVERENCE DAMAGES, IF ANY, TO THE REMAINDER SUPPORTED BY APPRAISALS PREPARED ON THE BEFORE AND AFTER METHOD OF VALUATION WITH BENEFITS CONSIDERED IN ACCORDANCE WITH STATE LAW.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.

FILE NO. 45010 - ANUNSEN CO.

- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

Young
6-28-71

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-23-71	for R. E. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 21 1971

FOR FILING

Court
Fed Aid
Pet.

I - 305

June 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. Sec.
(File 45010 - Anunsen Co.)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the subject project. The property is included in the right of way as programed on the subject project, however, outside your authorization of August 12, 1970 for entire takings. A previous request for authorization to acquire this property was submitted on December 4, 1970; however, your letter of March 3, 1971 limited authorization to preparation of appraisals pending formulation of a satisfactory joint development plan in regard to parcel 3.

We are enclosing a copy of Mr. Oakes' memo of June 16, 1971, which sets forth the conditions which exist and a proposal to code the acquisition of the property as nonparticipating until such time as the joint development plan is formulated and approved as well as a sketch map showing the location of the property.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

RECEIVED
JUN 17 1971

Copy
Left
Interest

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

June 16, 1971

9305

To: Mr. L. H. Young
Program and Planning Engineer

BUILDING

SUBJECT: PROGRAMING
45010 - Anunsen Company
Chemawa Rd.-Hickory St. Sec.
Salem Freeway
Marion County
I-305-5(2)

Mr. Simpson's authorization of March 3, 1971 requested that the State prepare appraisals on the above file pending the formulation of a satisfactory joint development plan involving Parcel 3.

It is becoming increasingly urgent that this right of way be purchased at this time and appraisals have been completed. The joint development plan has not been formulated; consequently, we are asking that you request Federal Highway Administration concurrence in the purchase of all three parcels on the basis that we will code all of the purchase non-participating until such time as the joint development plan has been formulated and approved.

The appraisals are on file and copies have been forwarded to the Federal Highway Administration under our normal procedures.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc F. B. Klaboe
A. D. Olson
Rod Henry
M. R. Mitchell
M. Kanz

RECEIVED
JUN 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FHWA PR-1240 (Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-3-71

FEDERAL AID PROJECT NO.: I-305-5(2)260

STATE PROJECT NO.: CHEMAWA ROAD - HICKORY ST. SECTION

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-603

COUNTY NAME: MARION

PROGRAM STAGE (Check): [ ] 1 [X] 2

TO: I 305 (Chemawa - Interchange)

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

(Klaboe ltr dtd 3-5-71)

RECEIVED
MAR 5 '71
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MARCH 3, 1971	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM SPUR

F.B. KLABOE

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 45009 - SALEM, SAND & GRAVEL COMPANY AND 45011 - CAPITOL LUMBER COMPANY, AS REQUESTED IN MR. KLABOE'S FEBRUARY 4, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY — FILE NOS. 45009 - SALEM, SAND & GRAVEL; 45011 - CAPITOL LUMBER CO.
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ON FILE 45010 - ANUNSEN COMPANY, AUTHORIZATION IS LIMITED TO PREPARATION OF APPRAISALS PENDING THE FORMULATION OF A SATISFACTORY JOINT DEVELOPMENT PLAN INVOLVING PARCEL 3 OF THIS FILE. AS PART OF THE ABOVE APPRAISAL A DETERMINATION SHOULD BE MADE AS TO THE NEEDS FOR BORROW MATERIAL FROM PARCEL 3. IN THAT THE UTILIZATION OF THIS SOURCE AS A MANDATORY BORROW IS IN THE PUBLIC INTEREST FEDERAL PARTICIPATION IN THIS MATERIAL MAY BE INCLUDED AS A CONSTRUCTION ITEM.

Young 3-5-71

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-3-71	R. E. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
FEB 4 - 1971
FOR FILING
Court
Fed Aid
Interest
I-305

February 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Chemawa Road-Hickory Street Section, Salem Freeway (I-305), Marion County

Data has previously been submitted to you requesting authorization for purchase of property under Files 45009-Salem Sand and Gravel and 45010-Anunsen Company, which included purchase of the remainders of these properties lying northerly of the proposed freeway. At the same time, authorization was requested for a partial taking of File 45011-Capitol Lumber Company.

These files have been re-evaluated to indicate the after value of the remainder properties as opposed to their value at the normal per-acre-price as originally used. More detailed study has indicated an increased value to the three files from the original figure of $380,000 to approximately $435,000. This would include $72,000 for the remnant areas after damages had been allocated to the main line taking. These remnant takings have been considered in the overall location of this section and as part of the master scheme for this new entrance into the capital city.

The route at this point crosses an old borrow pit which has since been used as a log pond and, as a key feature of the route, this pond will be enlarged on the northerly side of the freeway, using the material for the fill across the pond. The lake which will remain will be incorporated into the landscaping and into the lineal park concept which is to be developed along the route. Use of this area for a borrow source has been estimated to save approximately $125,000 as opposed to importing the material from some other source.

Thus, a substantial saving will be made, as well as providing an opportunity to produce a scenic and useful area along the route. Your approval of these acquisitions at this time is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
L. H. Young
John Oakes

ADO:srb

RECEIVED
DEC 30 1970

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 10, 1970

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Salem Spur
Files 45009, 45010, 45011

Mr. Young's December 4 letter requested authorization to proceed with the acquisition of the above listed properties. The submission indicates that the right of way is estimated to cost $300,000 with additional parcels for proposed parks estimated at $80,000.

We are unable to authorize acquisition of 11.4 acres for a linear park because we have not received or approved a proposal for development of multiple-use facilities. Before action can be taken on your request a specific proposal is needed along with adequate cost data as to the increased costs that would result from the park proposal.

cc:
OSHD (Olson)
OSHD (Young)
OSHD (Moehring)
Mathias 2

NOTED
TOM EDWARDS

RECEIVED
DEC 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 7 - 1970

Const
Fed Aid
Interst
I-305
Chemawa - Salem

December 4, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97301

Project No. I-305-5(2)260
Chemawa-Salem Section (ROW)
(Files 45009-Salem Sand & Gravel, 45010-Amunsen Co. & 45011-Capitol Lumber Co.)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the basis of hardship. The properties are included in the right of way as programed on the subject project; however, outside your authorization of August 12, 1970, for entire takings.

We are enclosing a copy of Mr. Oakes' memo of December 3, 1970, which sets forth the estimated cost of the properties, the conditions which exist and a sketch map showing the location of the properties. The relocation plan for this project was approved by your letter of August 12, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Cl:dg
cc: J. R. Oakes
R. N. Chase
M. Mitchell

RECEIVED
OCT 17 1972

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
E

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-305
Sp.

October 12, 1972

TO Glen Green, Acting Division Engineer
Federal Highway Administration

FROM D. H. Moehring, Right of Way Engineer
Oregon State Highway Division

SUBJECT Files 46140-Harvey Machine Company, Chemawa Road-Hickory Street Section, Salem Freeway, Marion County, Project I-305-5(2)260

Please refer to your Federal-Aid ineligibility notification 35-72-FIN-32.

This notification refers to the reviewers omission of any reference to the cost of demolition of the buildings in a revised review dated April 25, 1972.

Attached is a revised review which considers the removal of most of the buildings by Harvey Machine Company. Although this does not directly answer the FHWA question regarding how the demolition adjustment was made in the second review, it is felt the fact that the buildings are no longer present to be considered does effectively eliminate the problem regarding their demolition.

It is hoped the $23,800 is now eligible for participation.

attachment

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

NOTED
TOM EDWARDS

RECEIVED

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

September 29, 1972

I 305

To: MEMO TO FILE

SUBJECT: File 46140-Harvey Aluminum
Chemawa Road-Hickory St. Sec.
Chemawa Freeway
Marion County

Mr. Doug Van Dyke of the City Traffic Engineer's Office of the City of Salem has agreed to recommend to the City Council the part of this settlement that pertains to the property that will go to the City. He has discussed the method of payment with Mr. Henry, Mr. Harwell and myself, and we tentatively agreed that on this file and on each of the other files that the City is involved in we would submit a billing to them at the time we paid the grantor.

This billing would be a normal 30-day billing and include the pro rata share on the taxes of the taking.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
H. S. Cox
Rod Henry
Adele Egan

RECEIVED
STATE HWY ENGR
SEP 29 '72
REFER TO
FOR
Info | Prelim | R/D | D/R | Sign | Act | File

Salem
T-305

OREGON STATE HIGHWAY DIVISION

East Salem Highway Building
2960 East State Street
Salem, OR 97310

September 19, 1972

B. T. Van Wormer
Director of Public Works
City of Salem
Salem, OR 97301

Wayside Terrace Extension
Chemawa Road - Hickory Street
Salem Freeway
Marion County

Dear Mr. VanWormer:

We now have an option from Martin Marietta Aluminum Inc. (formerly Harvey Aluminum Company) for right of way required for the Salem Freeway. The option includes the 6.2 acres requested by the City of Salem for Northgate (Wayside Terrace) Extension.

The option covers a total of 36.01 acres for $205,000. There was no compensation allowed for improvements or damages to the remainder. The prorata cost of the 6.2 acres requested by the City will be $35,296.

Martin Marietta Inc. would only give us a 90 day option. In order to meet our own time requirements for processing the option it will be necessary to have a firm commitment from the City of Salem within the next three weeks.

If the City cannot make a firm commitment within the required time or if you have any other questions regarding the transaction, please call me.

Very truly yours,

ROD J. [illegible]
District Right of Way Supervisor

RJH:nd
cc: D. H. [illegible]
D. M. [illegible]

9-29-72
RW will make payment & bill City accordingly with taxes pro-rated. City will consider matter for approval on 10-9-72
D. Smith.

RECEIVED
COUNTY & CITY SECTION
SEP 20 1972
ENGR. COOR. GE AE UE
UPE CE RE RPE

RECEIVED
MAY 2 3 1972
FORM E-30 (REV. 10-59)
FOR FILING

1305

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1972

To: MEMO TO FILE

SUBJECT: File 46140 - Harvey Aluminum
Chemawa Road-Hickory Street
Salem Freeway
Marion County

NOTED
E. R. NIARBOE

Howard Heckman of Harvey Aluminum called to discuss the proposed taking. He said that they now have their appraisal report and he wanted to continue our discussion. During our original negotiations we provided Mr. Heckman with a rather detailed breakdown of our appraisal report,but we did not provide an actual copy of the appraisal. Mr. Heckman stated that since we did not give him a copy of our appraisal report, he would not provide a copy of theirs but he would give us an equally detailed breakdown of their report.

The following is a summary of their appraisal report: Value of the taking $353,000. (Our offer was $162,000). Report was made by Marshall and Stevens. Highest and best use of the property was determined to be industrial both before and after the taking. The report contains seven sales ranging in value from $5,600 per acre to $19,000 per acre. The largest sale contained 27 acres. The appraiser arrived at a unit value of $7,000 per acre, or a little over $700,000 for the before value of the property. The appraiser agreed with our contention that the eight acre remainder on the northerly side of the highway would be benefited by the taking and he increased the remainder value by $1,500 per acre. However, he felt that the southerly remainder of 54 acres would be damaged severly due to irregular shape, loss of access, and loss of utilities. He apparently considered part of the damages on a cost to cure basis of extending a road along the southerly boundary of the property to replace the loss of street access. The appraiser stated that the buildings would have value for industrial use but did not include a specific value for them. He instead treated them as an enhancement to the value of the land. He stated that the water line to the river had no value, but he did value the land at the same unit value as the larger tract. The value of the taking of $353,000 includes $255,000 for the land taken and $98,000 damages. (Our appraisal is $162,000 for land with no damage).

Mr. Heckman appeared to be reading directly from the appraisal report and I asked him to repeat most of the figures so that I would get them correctly. After giving me the information, he asked me what the next Step should be. I told him that we would discuss this information with

SP 52675.734

our appraisers and see if there was anything that should be reconsidered in our appraisals. I also stated that since our District Appraiser was on vacation this week, it would take approximately 10 days for me to get an answer for him. I further stated that since we were 100 percent apart on our appraisals at this point it appeard that we might have difficulty in reaching an acceptable settlement but we would certainly give his appraisal report every consideration.

I will discuss this information with both of our appraisers to see if there is any room for adjusting our appraised value.

ROD J. HENRY
District Right of Way Supervisor

RJH:ph
cc: D. H. MOEHRING
F. B. KLABOE

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1972

FORM E-30 (REV. 10-69)

For rights

1.305

Sp

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1972

To: MEMO TO FILE

SUBJECT: File 46140-Harvey Alum. Co.
Chemawa Road-Hickory Street
Salem Freeway
Marion County

NOTED
D. H. MORRIS

A meeting was held in the Region II Right of Way Office to discuss the proposed taking of 36.01 acres from the Harvey Aluminum Company property. Representatives from Harvey Aluminum included Howard Heckman, Mr. Ross (chief financial officer), and their local attorney, Sam Speerstra.

Mr. Heckman opened the meeting by rejecting our previous offer of $155,000 for the 36.01 acres required for right of way. Our discussion was then divided into two main topics; (1) Value of the land taken, and (2) The effect the taking will have on the remaining 64 acres.

NOTED
F. B. KLABOE

We discussed industrial land values at some length. I pointed out that our appraised value for the land was $4,250 per acre. Mr. Speerstra stated that in their opinion industrial land in this area should be worth approximately $10,000 per acre. We reviewed industrial land sales in the Salem area and I told them that we were certainly willing to pay market value for the land taken and that this should not be too diffiuclt to establish. I told them that we would be glad to review all the sales in the area and if we could find any support for higher land value, we would certainly adjust our offer. I also conceded that the acreage value for a tract of this size could possible range from $4,000 to $6,000 per acre. I strongly implied that $5,000 per acre would not be unreasonable. Mr. Ross then countered that the $10,000 per acre figure they used was merely a feeler and that they really did not know what the value was. He implied that the figure should be somewhere between $4,000 and $10,000 per acre. It appears that if land value were the only problem involved we could probably reach a reasonable settlement.

We then turned to the problem of damages to the remaining 64 acres. Mr. Heckman stated that their plant designer Mr. Youngquist studied our right of way design and in his opinion the remaining 64 acres would not be suitable for industiral development. They feel that the 56 acres remaining on the Southerly side of the freeway will be almost useless because of its irregular shape, loss of plottage, loss of water line, and impaired access (there will be a 60 foot access to Cherry Avenue). They agreed that the Northerly remainder of approximately 8 acres has adequate access and will probably have some commercial value.

SP 52475-724

I explained that both of our appraisers were of the opinion that the remaining parcel would have a considerably higher value after the taking due to special benefits created by the interchange (our appraisers indicate benefits in excess of $300,000 to the remainder).

Mr. Ross said that he was somewhat preplexed with the conflicting reports. His own report indicated a severe damage and our reports indicate tremendous benefits.

I told Mr. Heckman that although we had included the right of way for Northgate Avenue in our negotiations we probably would not condemn for the city street right of way. Attorney Speerstra added that we probably could not prove necessity for the city street right of way.

Mr. Heckman asked us to recheck our sales information and see if we could justify a higher land price. He indicated they were not interested in hiring their own appraiser at this time but they would reeavulate the effect of the taking on their remaining land. They did not make a counter offer or even indicate the range of value they would consider.

During the meeting I got the definite impression that these people are not interested in going to court. I am sure they recognize that as a large California Corporation they would not do well in a local condemnation case. However, it is also obvious that they will not settle on our present appraised value.

ROD J. HENRY
District Right of Way Supervisor

RJH:ph
cc D. H. MOEHRING

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

9191

RECEIVED
NOV 7 - 1972
FOR FILING

1P L

9-19-72

MISC. CONTRACTS and
AGREEMENTS No. 27305

J 305

1P

September 29, 1972

Mr. James R. Kuhn, Jr.
Attorney
Office of the Solicitor
U. S. Department of the Interior
Box 3621
Portland, Oregon 97208

Dear Mr. Kuhn:

Attached for your files is a fully executed copy of a Memorandum of Agreement with Department of Interior, Department of Transportation and the Oregon State Highway Commission providing for transfer of necessary lands from Chemawa School property to accommodate reconstruction of Interstate 5 and the construction of Interstate 305 north of Salem.

#7866

A fully executed copy of this agreement is being sent to the Department of Transportation and we have retained a fully executed copy for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc David Moehring

FORM E-30

RECEIVED
STATE HWY ENGR
SEP 26 '72

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 22, 1972

To: Mr. T. W. Litchfield
Railroad & Utilities Engineer

OFFICE

SUBJECT: Memorandum of Agreement
File 41461 – Chemawa
Indian School
Chemawa Road – Hickory
Street Section
Pacific Highway
Marion County

At the Tuesday Commission meeting the Commission approved the Memorandum of Agreement between the Secretaries of Interior and Transportation and the Highway Division on the handling of the acquisition of property needed from the Chemawa Indian School for the I-5 – I-305 projects.

Exhibit D of the Memorandum of Agreement is the trust agreement between the Highway Division and the Bonneville Power Administration covering the move of Bonneville's Santiam – Chemawa transmission line between towers 116 and 123. Before the transmission line can be moved it will be necessary for Bonneville Power to prepare an environmental statement. The environmental statement is to become a part of the State's environmental statement for the I-305 project.

I do not believe it will be necessary to have the trust agreement executed immediately; rather, we probably can wait until the environmental impact statement matter is handled for the I-305 project. Since the Department of Interior has approved the Memorandum of Agreement, they have in essence approved the trust agreement. Further, since the Highway Commission has approved the Memorandum of Agreement, they likewise have also approved the trust agreement.

I am enclosing a copy of the Memorandum of Agreement which includes Exhibit D, the trust agreement, and will ask that you handle the eventual signing of the trust agreement at such time as it becomes necessary to accomplish the transmission line move.

for: D. H. Moehring
Right of Way Engineer

DHM:JP
Attachment
cc C. W. Head ✓

94191

RECEIVED

FOR FILING

I-305

September 13, 1972

TO Sp. Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT Chemawa School Property Acquisition

The Department of Interior and the Department of Transportation have signed a memorandum of agreement which provides for the transfer of the necessary lands from the Chemawa School property to accommodate the reconstruction of I-5 and the construction of I-305 north of Salem.

H 7866

In exchange for the lands to be conveyed to the State, the State is to relocate the Bonneville transmission line presently crossing the area easterly of the present school buildings, to convey to the Department of Interior certain properties lying southerly of the school property which were previously acquired by the State, and to replace the well which presently exists within the area to be conveyed to the State for highway construction.

The three-party memorandum of agreement has been signed by the Departments of Interior and Transportation, and this matter will be presented for your consideration by the Right of Way Engineer at the September 19 meeting. I recommend your approval and request authority to sign the agreement on your behalf.

DHM:JP
cc C. W. Head
George M. Baldwin
F. B. Klaboe
D. H. Moehring
Gary Ross
Gary Sund

RECEIVED
SEP 27 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Fed Aid Interstate
I-305
Chemawa - Hickory

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: September 8, 1972

In reply refer to:
10-35.1

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260, Chemawa Road - Hickory Street Section
Chemawa School Property

The Memorandum of Agreement prepared by the Regional Solicitor of the Department of the Interior is now being circulated for signature by agencies concerned.

The three original copies enclosed are for final signature by your Division. After signature, please forward one copy to:

Mr. James R. Kuhn, Jr.
Attorney, Office of the Solicitor
U. S. Department of the Interior
Box 3621
Portland OR 97208

Please also return one copy to this office, and retain the remaining copy.

Enclosures
Memo of Agreement - 3 cys

9-26-72
Jrodning

RECEIVED
STATE HWY ENGR
SEP 12 '72
FBK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

United States Department of the Interior

OFFICE OF THE SOLICITOR
PORTLAND REGION, 1002 N. E. HOLLADAY ST.
P. O. Box 3621, Portland, Oregon 97208

August 28, 1972

In reply refer to:

Mr. Robert Rutledge
Regional Counsel
Federal Highway Administration
222 S. W. Morrison Street
Portland, Oregon 97204

Re: Chemawa School Property - Interstate I-5 and I-305

Dear Mr. Rutledge:

Enclosed are the three original copies of the Memorandum of Agreement on the above matter, all three copies having been signed by Emmet Willard in behalf of the Secretary of the Interior. Prior to execution, we made the minor typographical corrections on pages 1 and 2 as requested by the attorney for the State Highway Commission.

After the three originals have been executed in behalf of the Secretary of Transportation and the State Highway Commission, please return one fully executed copy to this office.

Very truly yours,

For the Regional Solicitor

James R. Kuhn, Jr.
Attorney

Enclosures

cc:
Oregon State Highway Division
Attn: Mr. D. H. Moehring
Right of Way Engineer

9491

FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 15, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. C. J. Irelan

Re: Power Line Facility Adjustment
Chemawa Road-Hickory Street Section
Salem Spur, I-305
Marion County
R/W File: 47112

Gentlemen:

A guy and anchor 185 feet westerly of Station 1772+30, as shown in red on the attached sketch marked Exhibit "B", owned by your company conflicts with the construction requirements of an interchange between the subject project and I-5 and must be adjusted.

The conflict is located on Portland General Electric property and, therefore, is fully reimbursable pursuant to State policies and procedures, the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

The State will also require a portion of PGE's property for the construction of the subject project. The property concerned contains 0.09 acres and is shown as outlined in orange on the attached sketch marked Exhibit "C".

The parcel of land has been appraised by the State to have a value of $90.00. The State will re-fence the property along the proposed new right of way line. The State is prepared to offer PGE $90.00 for the land. In addition, the State will agree to reimburse PGE for the cost of relocating the guy and anchor in conflict as listed above.

Will you please submit a cost estimate and sketch map to Mr. James W. Valentine, Regional Utility Engineer, 2906 State Street, Salem, Oregon 97310, and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion. In submitting your sketch map, please identify the information submitted by reference to this letter, including the date hereof.

Further information concerning construction details may be secured from M. E. J. Hall, 885 Airport Road, Salem, Oregon 97310, telephone 378-2594. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Valentine.

As regards to the parcel of land for which we have offered $90.00, please advise me as soon as possible if this offer is acceptable and we will prepare the necessary documents.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: G. L. Green - FHWA
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. J. Henry
J. B. Boyd
E. J. Hall
J. W. Valentine

RECEIVED
AUG 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

9141

RECEIVED

UTILITY UNIT ...G

OREGON STATE HIGHWAY DIVISION

Cont. 7-66-1-1 Interstate

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 28, 1972

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

I 205 SP.

ATTENTION: Mr. H. F. Moy

Re: Preliminary Right of Way Map
Chemawa Road-Hickory Street
Section
Salem Freeway
Marion County

Gentlemen:

Herewith you will find six prints of our Drawing No. 9B-7-13 showing the above captioned project. Although bids for this work are not scheduled to be received at this time, you will note your facilities are involved in several locations and negotiations should begin at an early date.

You will note the existing grade crossing of Chemawa Road will be relocated by the reconstruction of Chemawa Road across Interstate 5. It is proposed, at this time, that this crossing will be signalized with crossing gates and that the cost of the installation will be shared on a 90-10 basis with the State bearing 90% and the Railroad bearing 10% of the cost.

You will also note that Interstate 305, the proposed freeway, will cross under your tracks approximately 2,000 feet south of Chemawa Road. Details of the undercrossing will be submitted as they become available.

This map also shows the right of way for a connecting road from Cherry Avenue across I-305 and across your tracks. Although the right of way is being purchased by the State, the construction of this facility insofar as your tracks are concerned, is proposed at this time to be performed by the City of Salem.

Additional information will be transmitted to you as it becomes available.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

F. B. KLABOE NOTED

TWL:dl
Enclosure

cc: F. B. Klaboe
F. L. Hall
H. S. Cox
J. B. Boyd
J. W. Valentine

RECEIVED
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-18-72

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-305-5(2)260
	ITEM NO. 1-603	STATE PROJECT NO. CHEMAWA ROAD – HICKORY STREET SECTION
		COUNTY NAME MARION
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

I 305

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-20-72

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	7-18-72	INTERSTATE ROUTE 305 SALEM FREEWAY ROUTE #65

GENERAL LOCATION:

SALEM, OREGON

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF THREE PARCELS, FILE NUMBERS 47328 – WHITNEY; 47329–SMITH AND 47330–EBERT AS REQUESTED IN MR. YOUNG'S 7-10-72 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY — FILE # 47328, 47329 & 47330
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HADE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-18-72	G. L. Green	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUL 13 1972

FOR FILING

Const.
Fed. Aid
Interstate
I-305
2p

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 10, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
~~XXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. I-305-5(2)260**
Chemawa Rd. -Hickory St. (Salem) Sec. ROW
(Files 47328-Whitney, 47329-Smith and 47330-Ebert)

We hereby request your authorization to proceed with the actual acquisition of the above listed properties as programed on the subject project and as outlined in red on the enclosed sketch map.

We are enclosing a copy of Mr. Charlesworth's memo of May 12, 1972 with attachments which sets forth the estimated cost of the properties.

The relocation plan for this project was approved by your letter of August 12, 1970 and the enclosed copy of Mr. Charlesworth's memo provides additional information regarding the relocation needs of the families to be relocated as well as an analysis of the availability of replacement housing which indicated that within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly timely and efficient relocation of displaced persons as provided in IM 80-1-71.

CL:kds

cc: J. R. Oakes
R. N. Chase
M. Mitchel

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING 6-26-72

FEDERAL AID PROJECT NO. I-305-5(2)260

STATE PROJECT NO. CHEMAWA ROAD - HICKORY STREET SECTION

COUNTY NAME MARION

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-603

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS.
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 26, 1972	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM FREEWAY ROUTE 65

GENERAL LOCATION:

SALEM, OREGON

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47349 - HAYES, AS REQUESTED IN MR. YOUNG'S JUNE 21, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.

FILE # 47349 - HAYES

- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

6-28-72 Young

RECEIVED JUN 28 1972 STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-26-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

RECEIVED
JUN 22 1972
FOR FILING
I 305

June 21, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George H. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd. - Hickory St.(Salem) Sec. New
(File 47349 - Hayes)

We hereby request your authorization to proceed with the actual acquisition of the above listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project.

We are enclosing a copy of Mr. Oakes' memo of June 20, 1972 with attachments which sets forth the estimated cost of the property, the hardship which exists and a sketch map showing the location of the property. There are no improvements within the area to be acquired therefore no relocation is involved.

CL:dgk

cc: J. R. Oakes
R. M. Chase
M. Mitchell

9419 RECEIVED JUN 29 1972

FOR FILE

File

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 21, 1972

In reply refer to: 10 35.7

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chamawa-Hickory St. Section
Clearance of Residential Units
(Refer to Mr. Oakes' letter of 6/16/72)

NOTED
F. B. KLABOE

You are authorized to proceed with the clearance of residential units covering File 44629 by public auction sale. If you are unable to sell the improvements, you are authorized to remove the improvements by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

6-23-72
Mailing

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUN 20 19..
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

9305

June 16, 1972

TO: G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: FEDERAL PROJECT: I-305-5(2)
Chemawa Rd.-Hickory Street Section; Salem Freeway

We request your concurrence in the public auction of one building in the Salem area on June 29, 1972. This building is on the subject project on the Salem Freeway. The account number is 624-2510P. If we are unable to sell the building, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of this buildings will be in accordance with the State's demolition plan.

This building is presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

JRO:ha
Attachment
cc Tom Edwards
F. B. Klaboe
L. H. Young /w/ att.
V. E. Skoog
W. H. Haskin
M. R. Mitchell /w/ att.

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JUN 21 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-20-72

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-305-5(2)260
	ITEM NO. 1-603	STATE PROJECT NO. CHEMAWA ROAD - HICKORY STREET SECTION.
		COUNTY NAME MARION
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JUNE 20, 1972	INTERSTATE ROUTE 305 / SALEM FREEWAY ROUTE 65

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 47323 AND 47332 AS REQUESTED IN MR. YOUNG'S JUNE 15, 1972 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALL INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) RELOCATION PAYMENTS.

NOTED
F. B. KLABOE

FILE # 47323 & 47332

- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

6-22-72
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-20-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUN 16 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-305

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 15, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. I-305-5(2)260**
Chemawa Rd.-Hickory St. (Salem) Sec. ROW
(Files 47323 & 47332)

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties as programed on the subject project and as outlined in red on the enclosed copy of right-of-way map 98-7-13.

The enclosed copy of Mr. Oakes' memo of June 8, 1972 sets forth the estimated cost of the properties and also that no relocation is involved in acquiring the properties.

Enc.

CL:dg

cc J. R. Oakes
R. N. Chase
M. Mitchell

RECEIVED
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 14, 1972

6-15-72

TO Mr. Glen Green, Acting Division Engineer
Federal Highway Administration

FROM J. J. Smith, Relocation Supervisor
Oregon State Highway Division

NOTED
F. B. KLABOE

SUBJECT File No. 44614 - Flores
Chemawa Road-Hickory Street
Salem Freeway

As a result of acquisition of rights of way for a proposed connection between the City of Salem and Interstate 5, a low income family was required to relocate. A study resulted in the determination that $6,675 was required as a housing payment under PL 91-646 to enable this family to purchase a DSS replacement dwelling. The subject property was acquired by the State for $7500.

The relocatee applied for assistance under HUD'S 235 Program and was considered eligible. Subsequently, as FHA Case No. 431-113543-235, a $21,000 home was made available to the relocated family. This purchase required a down payment of $600. The balance of $20,400 is to be amortized over a 30 year period. The interest subsidy provided by this Federal program will amount to approximately $25,000 over the life of the mortgage.

A copy of a letter from the HUD Counsel in Portland, Oregon, attached, indicates that two Federal subsidy programs are providing parallel benefits to a single recipient without regard to the cumulative effect. There appears to be no requirement that the money benefit paid under PL 91-646 be applied to the purchase price of the 235 house so as to at least reduce the interest subsidy. To provide housing requiring a minimum down payment and maximum interest subsidy while at the same time paying in excess of $5000 in cash for indiscriminate expenditure violates the economic reality of the purpose of the two programs. Assistance to low income families and those dislocated by public projects is intended to make possible the acquisition of a decent, safe and sanitary replacement home, not new furniture, cars, sport equipment or for non-essential pursuits. In the subject case the payment of the relocation housing additive

File 44614

under PL 91-646 borders on wanton waste of public funds.

You are requested to forward this letter through the proper lines of communication so that those in Washington responsible for the coordination of public assistance programs may have the opportunity to use a specific instance to institute corrective procedures or legislation if necessary.

JJS:jm
enc.

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Rod Henry

RECEIVED
JUN 16 1972
OFFICE OF
STATE ENGINEER

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
AREA OFFICE
CASCADE BUILDING, 520 S.W. SIXTH AVENUE, PORTLAND, OREGON 97204

AREA OFFICES
Portland, Oregon
Seattle, Washington

June 8, 1972

REGION X
REGIONAL OFFICE
SEATTLE, WASHINGTON

IN REPLY REFER TO:
10.2G(Young)

Mr. J. S. Smith
Relocation Supervisor
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Smith:

Subject: FHA Case No. 431-113543-235
Relocatee Flores
Salem Freeway

By letter dated June 6, 1972, you have stated that you are unsure as to how to distribute a replacement housing payment under P.L. 91-646 where the new house is under HUD's 235 program in light of FHA 4441.6, dated October 15, 1969.

State and local agencies required to make such payments because of Federal financial assistance from HUD cannot transmit a check to anyone other than the claimant or the claimant's authorized representative. (Relocation Handbook 1371.1, Chapter 6, Section 3, Page 19) We see no reason why your obligation would be different.

Circular FHA 4441.6 predates P.L. 91-646, and to the extent that it is still effective it can only mean that any portion of the replacement housing payment not used toward the purchase of the replacement dwelling by the claimant would be counted as an asset in determining eligibility for assistance payments under Section 235. This would be a matter of concern solely to HUD and the claimant. Therefore, you should pay the remaining relocation benefit directly to the claimant unless he directs you otherwise in writing.

If we can be of further assistance, please call.

Sincerely,

A. Duane Pinkerton
Area Counsel

RECEIVED
JUN 12 1972
RELOCATION UNIT

RECEIVED
JUN 14 1972

FOR FILE

1305

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-305-5(2)260

STATE PROJECT NO.: CHEMAWA ROAD - HICKORY STREET SECTION

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON — 6-12-72

PROGRAM NO.:

ITEM NO.: 1-603

COUNTY NAME: MARION

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

6-14-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	JUNE 12, 1972	INTERSTATE ROUTE 305	SALEM FREEWAY ROUTE 65

GENERAL LOCATION:
SALEM

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 47197 - ZEEB AND 47198 - BILSCHKE & THURMAN, AS REQUESTED IN MR. YOUNG'S MAY 16, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE #47197 & 47198

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-12-72		ACTING DIVISION ENGINEER

PR-1.40 [illegible] FORM PR-126 REV. 6-68
ALL EDITIONS

RECEIVED
MAY 17 [illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

I 305

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 16, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT **Project No. I-305-5(2)260**
Chemawa Rd.-Hickory St. (Salem) Sec. ROW
(Files 47197-Zeeb & 47198-Bilschke & Thurman)

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the basis of hardship. The properties are included in the right-of-way as programed on the subject project, however outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of April 28, 1972, with attachments which sets forth the estimated costs of the properties, the hardships which exist and a sketch map showing the location of the properties.

The relocation plan for this project was approved by your letter of August 12, 1970; and the enclosed copy of Mr. Crosley's memo of May 8, 1972 outlines the relocation needs of the persons to be relocated on file 47198 as well as an analysis of the availability of replacement housing which indicates that within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

Enc.
CL:dg

cc J. R. Oakes
R. H. Chase
M. Mitchell

9414

RECEIVED
JUN 14 1972

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

FOR FILING LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD--HICKORY ST. SECTION

COUNTY NAME
MARION

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
6-8-72

PROGRAM NO.

ITEM NO.
I-603

I 305

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

6-14-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 1, 1972	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM FREEWAY ROUTE 65

GENERAL LOCATION:

SALEM

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF 15 PARCELS, FILE NUMBERS 46969 THRU 46925, 46927 THRU 46932, 46940 AND 46950 AS REQUESTED IN MR. YOUNG'S DECEMBER 16, 1971 AND MAY 23, 1972 LETTERS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE #46919,46920,46921,46922,46923 46924,46925,46927,46928,46929,46930 46931,46932,46940 AND 46950

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[X] OTHER (Specify) RELOCATION PAYMENTS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-8-72		FOR DIVISION ENGINEER

FHWA 1240 EXISTING STOCKS OF FORM PR-124 (REV. 6-68) WILL BE USED

944N

RECEIVED
JUN 8 - 1972
FOR FILING

DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-5-72

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD-HICKORY STREET SECTION

COUNTY NAME
MARION

PROGRAM STAGE (Check) [ ] 1. [X] 2.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-603

TO:

I 305
5p

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
E. B. KLABOE
6-8-72

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 5, 1972	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM FREEWAY

GENERAL LOCATION:

SALEM, OREGON

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47239 - AUSTIN, AS REQUESTED IN MR. YOUNG'S MAY 23, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS

FILE #47239 - AUSTIN

- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS.

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RECEIVED
JUN 8 1972
OREGON STATE HIGHWAY DIVISION

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-5-72		DIVISION ENGINEER

FORM PR-1240 REV. 8-71) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAY 24 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

I 305

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
by L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT **Project No. I-305-5(2)260**
Chemawa Rd.-Hickory St.(Salem) Sec. Row
(H111 47239-Austin)

We hereby request your authorization to proceed with the actual acquisition of the above listed property as programed on the subject project and as outlined in red on the enclosed sketch map.

The enclosed copy of Mr. Oakes' memo of May 11, 1972 indicates that the property will be acquired in its entirety and that portion not required for right-of-way will be utilized as a material source for the construction of the Woodburn Intchge.-Hayesville Inchge. Section. Mr. Oakes' memo also sets forth the estimated cost of the portion of the property required for right-of-way as well as the portion for the material source.

The relocation plan for this project was approved by your letter of August 12, 1970, and the enclosed copy of Mr. Charlesworth's memo of May 18, 1972 outlines the relocation needs of the family to be relocated on file 47239 as well as an analysis of the availability of replacement housing which indicates that within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in IM 80-1-71.

CL:dgk
Enclosures

94.91

RECEIVED
MAY 31 1972
FOR FILING

Form FHWA-121 (1)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 26, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street, Salem Freeway
Clearance of Residential Units
(Refer to Mr. J. R. Oakes' letter of May 17, 1972)

You are authorized to proceed with clearance of the residential unit covering File No. 44614, Flores, by Public Auction Sale on June 1, 1972. If you are unable to sell the improvement, you are authorized to remove it by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe and sanitary replacement housing which is available for immediate occupancy.

5-31-72

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAY 23 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1972

TO: R. E. Simpson, Division Engineer
Federal Highway Administration

FROM: John R. Oakes, Assistant R/W Engineer

SUBJECT: FEDERAL PROJECT: I-305-5(2)
Chemawa Rd.-Hickory St. Sec., Salem Freeway

We request your concurrence in the public auction of one building in the Salem area on June 1, 1972. This building is on the subject project on the Salem Freeway. The account number is I-305-5(2). If we are unable to sell the building, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of this building will be in accordance with the State's demolition plan.

This building is presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

JRO:ha
Attachment
cc Tom Edwards
L. B. Klaboe
L. H. Young /w/ att.
V. E. Skoog
W. H. Haskin
M. R. Mitchell /w/ att.

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

9441

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

1305

May 25, 1972

File No. 41461
Chemawa Road-Hickory Street
Salem Freeway
Chemawa School Property

Mr. Robert B. Rutledge
Regional Counsel
Federal Highway Administration
222 S. W. Morrison Street
Portland, Oregon 97204

NOTED
F. B. KLABOE

Dear Mr. Rutledge:

Your draft of the proposed deed which will convey a portion of the Chemawa Indian School property to the State of Oregon appears to be generally acceptable as recently indicated to you by Dave Moehring, our Right of Way Engineer. I am told that Dave Moehring received your assurance that the State's contemplated use of some of the property for linear parks, bicycle trails, and foot paths purposes will not be considered non-highway uses which violate the provision of the deed which provides that the property conveyed is to be used for highway purposes.

There is, however, one part of the deed which we would like to have changed, which is to omit "OF OREGON" in the third to last line of page 3 and in the second line of page 2. By this change, the conveyance will be made to the STATE OF OREGON, STATE HIGHWAY COMMISSION, rather than to the State of Oregon.

I understand that the Department of Interior is in the process of putting the Memorandum of Agreement into its final form, which, when fully executed, should enable you to execute the deed to the State.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

By

A. J. VIDUCICH
Title Supervisor

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

AJV:bb

cc: Mr. James R. Kuhn, Jr.
Mr. Fred Klaboe
Mr. D. H. Moehring
Mr. Robert E. Simpson

9491

RECEIVED
MAY 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

I 305

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 23, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. I-305-5(2)260**
Chemawa Rd.-Hickory St.
Right-of-Way

Your letter of May 5, 1972, on the subject project, withheld authorization to proceed with the actual acquisition of the additional properties requested in our letter of December 16, 1971, pending receipt of an updated relocation plan for the eight homes involved.

We are enclosing for your approval a copy of Mr. Charlesworth's May 18, 1972 updated phase II relocation plan for these properties, which should now permit your authorization to proceed with the acquisition of these properties as previously requested.

CL:dgk
Enclosure

RECEIVED
MAY 15 1972
FOR FILING

Form FHWA-121 (1)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 5, 1972

In reply refer to: 10-35.7

J 3,5

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street
Relocation

By letter dated December 16, 1971, Mr. L. H. Young requested authorization to acquire some additional complete parcel takings outlined on a copy of the preliminary design map. Authorization was held up pending environmental reassessment. The reassessment has been approved.

The Phase II relocation plan for this project was prepared nearly 2 years ago and conditions may have changed during this time. It is deemed advisable to update the plan, at least regarding the 8 homes which will be displaced from the properties outlined in Mr. Young's letter.

There is apparently no reason why we could not authorize partial takings on this project upon your request. If you contemplate this in the near future the updated relocation plan should include all relocatees remaining on the project.

The authorization requested in Mr. Young's letter is withheld pending receipt of the updated plan.

RECEIVED
MAY - 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

5-11-72
Young

NOTED
LOCAL FOREIGN DIS.

NO.
F. B. KLABUE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
DEC 23 1971
FOR FILING

Form DOT A-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 22, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street

Mr. Young's letter of December 16, 1971, requests authorization to proceed with acquisition of some additional complete partial takings outlined on right of way roll map 9B-7-13.

Approval must be held up pending environmental reassessment. If no changes are brought about by the reassessment, it is suggested that the State prepare right of way plans in accordance with Paragraph 2 of PPM 80-2 that will permit authorization of partial takings.

cc:
OSHD (Moehring)
OSHD (Young)
Mathias (2 cys)

12-27-71
REFERRED TO
[signature]
Asst. State Hwy. Engr.

NOTED
JOM EDWARDS

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
DEC 16 1971
ENG

Const
Fed Aid
I-305

December 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem) Sec.
Right-of-Way

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of complete parcel takings on the subject project, as outlined in red on the enclosed copy of the design map and right-of-way roll map 98-7-13. The acquisition of these properties as entire takings was previously discussed with members of your staff at a recent meeting in Mr. Klaboe's office.

The relocation plan for this project was approved by your letter of August 12, 1970 and within a reasonable period of time prior to displacement a comparable replacement dwelling will be available for each displaced person. This assurance is based upon an analysis of the relocation problems and the relocation plan previously approved. Relocation assistance is being provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in IM 80-1-71.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

4191

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-305

May 12, 1972

File No. 41461
Chemawa Road-Hickory Street
Section
Salem Freeway
Chemawa School Property

Mr. James R. Kuhn, Jr.
United States Department of Interior
Office of the Regional Solicitor
P. O. Box 3621
Portland, Oregon 97208

NOTED
F. B. KLABOE

Dear Jim:

Enclosed are two copies of descriptions of the property to appear as Exhibits "A" and "B" in the Memorandum of Agreement to be entered into with the State in connection with the exchange of Chemawa Indian School property. Also enclosed is a copy of our right-of-way map showing the property being acquired by the State and two copies of a sketch of the berms to be constructed, which is to appear as Exhibit "D" in the Memorandum of Agreement.

The proposed changes mentioned in your letter of May 8, 1972, meet with our approval. The Trust Agreement Form submitted to us by Bonneville Power Administration has been approved by our utility engineers and their attorney.

I believe that with the above information you are now in a position to prepare the Memorandum of Agreement in its final form. If there are any questions regarding the enclosed sketch showing the berms to be constructed, you should contact Dave Moehring.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

By

A. J. VIDUCICH
Title Supervisor

AJV:bb
Encls.

cc: Mr. Robert E. Simpson, Federal Highway Administrator
Mr. Robert B. Rutledge, Regional Counsel
Mr. Thomas Kornelis
Mr. Fred Klaboe
Mr. Ted Litchfield

RECEIVED
MAY 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

9491

RECEIVED
MAY 8 - 1972

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION FOR FILING

5-3-72

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORY STREET SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

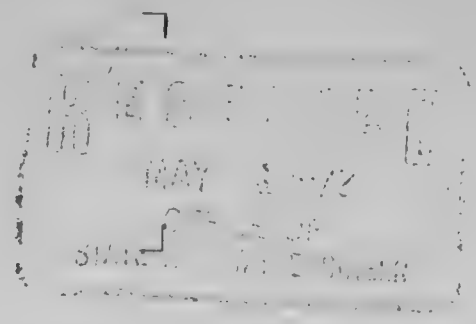
COUNTY NAME
MARION

ITEM NO.
I-603

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
I-305

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON



DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MAY 3, 1972	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM FREEWAY ROUTE #65

GENERAL LOCATION:
SALEM, OREGON

Young

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF NINE PARCELS, FILE NUMBERS 47109 THRU 47117, AS REQUESTED IN MR. YOUNG'S APRIL 24, 1972 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

FILE # 47109 - 47110 - 47111
47112 - 47113 - 47114
47115 - 47116 - 47117

[X] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

THE MARCH 13, 1972 RELOCATION PLAN IS APPROVED AS SUBMITTED WITH MR. YOUNG'S APRIL 24, 1972 LETTER. USE OF THE REGIONAL OFFICE AS A PROJECT RELOCATION OFFICE IS APPROVED.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-3-72		FOR DIVISION ENGINEER

FORM PR-1240 (REV. 6-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAY 8 - 1972
FOR FILING

D. H. Mocking

OREGON STATE HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

I-205
Chem-Hickory

May 1, 1972

copy Poe Henry E Wood-Hays

File No. 41461
Chemawa Road Interchange
Pacific Highway
Marion County
Chemawa School Property

Mr. C. Richard Neely
Assistant Regional Solicitor
United States Department of the Interior
P. O. Box 3621
Portland, Oregon 97208

NOTED
F. B. KLABOE

Dear Mr. Neely:

In response to your request for suggestions regarding the Memorandum of Agreement, a draft of which was included in your letter of April 19, 1972, to Mr. Robert Rutledge, Regional Counsel for the Federal Highway Administrator, we are returning a copy of the draft on which we have made certain proposed deletions and additions which we feel are appropriate.

The changes, except the one made for paragraph 5 on page 3, have already been discussed with Mr. James Kuhn of your staff, who suggested that I submit them to your office for consideration. As to paragraph 5 on page 3, it was felt that a separate exhibit showing the location and the extent of the sound barrier would remove any question regarding the State's obligation in connection therewith. We are in the process of preparing Exhibit "D" and hope to send you a copy thereof before the end of this week.

Mr. Kuhn indicated that we should, within the next few days, be receiving a draft of the Trust Agreement for the relocation of Bonneville's transmission line which will have to be reviewed by this office, as well as our Utility Unit.

Mr. C. Richard Neely

File No. 41461
May 1, 1972

We would appreciate it if you would let us know immediately if you approve of the changes we have proposed.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

By

A. J. VIDUCICH
Title Supervisor

AJV:bb
Enc.

cc: Mr. R. E. Simpson
Mr. Robert Rutledge
Bonneville Power Administration,
Attn: Mr. Thomas Kronelis
Mr. D. H. Moehring ✓

94191

RECEIVED
MAY 1 - 1972

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 26, 1972

In reply refer to: 10-35-EC

I-305
Ap

FROM : R. L. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(1)260
Chemawa Road-Hickory Street Section
Salem Freeway
Reassessment of Environmental Effects

Your reassessment of this project is acceptable. Based on this reassessment and on our involvement in the development of this project, we concur that the project has been prudently developed to date so as to minimize adverse environmental consequences.

As the design of this project is further developed, we agree it is necessary to continue to evaluate what additional features may be appropriate to further minimize adverse environmental consequences.

No further action is required under PPM 90-1.

5-1-72

Bx cc Gmy

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

9491

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RECEIVED
APR 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

I 305

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 24, 1972

SP

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT **Project No. I-305-5(2)260**
Chemawa Road-Hickory St. Section
Right of Way

We hereby request your authorization to proceed with the actual acquisition of nine right of way files, Nos. 47109 thru 47117, which are partial takings required as right of way for the Chemawa Road Interchange. The properties are included in the right of way as programed and obligated on the subject project, and are as outlined in red on the enclosed sketch map.

We are enclosing a copy of Mr. Oakes's memo of March 15, 1972 and Mr. Terbell's memo of March 13, 1972, which set forth the estimated cost of the properties and Phase II relocation report. As indicated in Mr. Terbell's memo adequate replacement housing is available for the families to be displaced from these properties and no person will be required to relocate until he has the right of possession or has been offered adequate replacement housing which is available for immediate occupancy. Relocation assistance is being provided from Mr. Henry's office at 2960 State St.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

The Reassessment of Environmental Impact report for this section has been submitted to your office for approval.

CL:jb

cc: J. R. Oakes
R. N. Chase
M. Mitchell

9491

RECEIVED
APR 24 1972
FOR FILING

FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. David Moehring, R/W Engineer

DATE: April 20, 1972

In reply refer to: 10-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Chemawa Indian School Property

Following our meeting at the BPA building in Portland on April 10 you were furnished a copy of a letter from Department of Interior Assistant Regional Solicitor C. Richard Neeley to our Regional Counsel Robert Rutledge.

Mr. Neeley's letter included a draft of a Memorandum of Agreement and requested comments. Please furnish this office a copy of your comments.

It is suggested that when Exhibit B is prepared it reflect insofar as is possible the location and extent of the sound barriers, so as to remove differences of opinion which may arise as a result of the conditions set forth under paragraph 5 on page 3.

Simpson:nig

RECEIVED
APR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4-24-72 Moehring

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

94191

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
1-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORTY ST. SECTION (SALEM)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

3-31-72

PROGRAM NO.

ITEM NO.
1-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO: 1305

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
APR 1 1972
STATE HIGHWAY ENGINEER

4-5-72
RETURNED TO
Gary Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	MARCH 31, 1972	INTERSTATE ROUTE 305 SALEM FREEWAY ROUTE 65

GENERAL LOCATION:
CITY OF SALEM

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 46926 - PIERSALL, AS REQUESTED IN MR. YOUNG'S MARCH 21, 1972, LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

FILE # 46926 -- PIERSALL
[X] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS.

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

NOTED
[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-31-72	[signature]	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAR 22 1972
FOR FILE

I-305

March 21, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George H. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem) Sec., ROW
(File 46926 - Pierzall)

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however outside your previous authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of March 20, 1972, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property.

The relocation plan for this project was approved by your letter of August 12, 1970; and the enclosed copy of Mr. Terbell's memo of March 14, 1972 outlines the relocation needs of the persons to be relocated on file 46926 as well as an analysis of the availability of replacement housing which indicates, that within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in KW 30-1-71.

CL:bb

Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

9491

RECEIVED
MAR 21 1972

FORM FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR FHWA

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Hwys
Salem, Oregon

DATE: March 16, 1972

In reply refer to: 10-35.1

1305

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Chemawa Indian School

The Statement of Intent as submitted with Mr. Moehring's letter of February 24 has been reviewed.

In this case there is no question that the Chemawa Indian School will be adversely affected by the proposed interchange. Federal funds can participate in restoring the school to its designed use. These costs are not limited by the fair market value of the property taken. Section 317, Title 23, U.S.C., as well as Federal Highway Administration policy, requires that lands owned or controlled by Federal agencies which are necessary for Federal-aid highway purposes can be transferred without cost to the particular State needing them. However, in those cases where the proposed highway project may take improvements or otherwise affect the lands in question, Federal-aid funds may be used to make the property nearly as whole after the taking as it was prior thereto. This often includes replacing buildings, furnishing replacement lands, rebuilding streets, sewers, etc.

The Statement of Intent sets forth various requirements to be fulfilled by the State to effectuate a transfer of the needed Federal lands. We do not take exception to any of the requests except those contained in paragraph 2 of the Statement. While the powerline can be relocated, a definite commitment should be obtained as to when such relocation will occur. In no event can a cash settlement be made in lieu of relocating the power line. Even if a cash payment could be made, it would go into the General Fund of the United States and not to the Department of Interior.

In the event that you wish to pursue further the acquisitions of this land with Federal reimbursement it is suggested that a meeting be set up with the Department of Interior, Chemawa Indian School, and this office.

Simpson:nig

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FOR FILING

Form FHWA-121 (12-
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 15, 1972

In reply refer to: 10-35.7

I 305

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Salem Spur
Clearance of Residential Units
(Refer to Mr. John R. Oakes' letter of March 9)

You are authorized to proceed with the clearance of residential units covering Files 46300 and 44596 by public auction sale on March 21. If you are unable to sell the improvements, you are authorized to remove them by right of way demolition contract. The relocatee involved in File No. 44596, Allan Redding, is entitled to an additional $85 in downpayment benefits. Authorization is with the understanding that the additional money will be made available to Mr. Redding.

Authorization is also with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

3-21-72
Reading

RECEIVED
MAR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917

9191

RECEIVED
MAR 15 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1972

I 305

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project: I-305-5(2)
Chemawa Rd.-Hickory St. Section
Salem Freeway

Dear Sir:

We request your concurrence in the public auction of two buildings in the Salem area on March 21, 1972. These buildings are all on the subject project on the Salem Freeway. The account number is I-305-5(2). If we are unable to sell the buildings, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

Both of these buildings are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

ORIGINAL SIGNED
K. A. CHATWOOD
John R. Oakes
Assistant R/W Engineer

NOTED
TOM EDWARDS

JRO:ha
Attachment
cc Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
W. H. Haskin
M. R. Mitchell /w/ attachment

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4441

3-6-72

RECEIVED
MAR 10 1972
HIGHWAY ENGINEERING

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA RD - HICKORY ST. SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

Cover
Fed Aid
Interest
D 305

TO:
MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

3-10-72
REFERRED TO
Young
BY STATE HIGHWAY ENGINEER

NOTED
E. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MARCH 6, 1972	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM FREEWAY ROUTE #65

GENERAL LOCATION:
CITY OF SALEM

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 47055-LINNELL AND 47068 - SAMPSON, AS REQUESTED IN MR. YOUNG'S FEBRUARY 25, 1972 LETTER.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY — FILE # 47055-LINNEL 47068-SAMPSON
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

NO INDIVIDUAL OR FAMILY (TENANT OF OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RECEIVED
MAR 10 1972
HIGHWAY ENGINEERING

NOTED
TO FILE

DATE	SIGNATURE OF AUTHORIZING OFFICIAL	TITLE
3-6-72		DIVISION ENGINEER

FORM PR-1240 (REV. 2-70) EXISTING STOCKS OF FORM FH-1240 (6-68) WILL BE USED

RECEIVED
FEB 25 1972
FOR FILING

I 305

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem)
Section - ROW
(Files 47055-Linnell & 47068-Sampson)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above properties on the basis of hardship. The properties are included in the right-of-way as programed on the subject project; however, outside your authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Chatwood's memo of February 23, 1972 with attachments which sets forth the estimated cost of the properties, the hardships which exist and sketch maps showing the location of the properties.

The relocation plan for this project was approved by your letter of August 12, 1970, and within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. This assurance is based upon an analysis of the relocation problems and the relocation plan previously approved. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By L. H. YOUNG

L. H. Young
Programing Engineer

RNC:dg

Enc.

bc J. R. Oakes
R. N. Chase
H. Mitchell

9491

RECEIVED
JAN 31 1972
FOR FILING

Const
Fed Aid
Interstate
I-305
6

January 28, 1972

Mr. George E. Linnell
1430 Candlewood Drive N.E.
Salem, OR 97303

4707

Dear Mr. Linnell:

Advance Right-of-Way Acquisition
Chemawa Road-Hickory Street Section
Salem Freeway (Interstate 305)
Marion County

Reference is made to your January 12 letter concerning your property at 1430 Candlewood Drive. Our purchases for this section have been limited to properties which will be needed in their entirety and to particular hardship cases. Normal right-of-way purchases will not be undertaken until details of the lineal park requested by local agencies have been determined.

Special programming will be necessary for this project which may require 60 days or more. You will be contacted by representatives of our Right of Way Section as soon as authorization to proceed with right-of-way acquisition is received from the Federal Highway Administration.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

ADO: jg ia

bc Tom Edwards
E. S. Hunter
F. L. Hall
D. H. Moehring (w/corres.)
J. B. Boyd

REFERRED TO
BY SECRETARY

Edwards
ack
FMB

Leo. E. Linnell
1430 Candlewood Dr NE
Salem Ore 97303
Phone 362-8046

Jan 12-1972

High way department

Dear Sirs;

Would appreciate very much if you would let me know about our place one way or another as we want to get located someplace this next spring.

Think we have been kept on the hook about long enough and would like to know please,

Leo. E Linnell

NOTED
TOM EDWARDS

Att. Interstate 305 bypass

RECEIVED
JAN 14
OFFICE OF
STATE HIGHWAY ENGINEER

GK/41

RECEIVED
JAN 26 1972
FOR FI...

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 20, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street (Salem Spur)
Clearance of Residential Units
(Refer to Mr. John R. Oakes' letter of January 5, 1972)

You are authorized to proceed with the clearance of the residential unit covering File No. 46068, Thorp, by public auction sale on January 27. If you are unable to sell the improvements, you are authorized to remove them by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (J.R. Oakes)
OSHD (W.H. Haskin)
OSHD (J.J. Smith)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4491

RECEIVED
JAN 1
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

1305

DATE: January 6, 1972

In reply refer to: 10-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street
Clearance of Residential Units
(Refer to Mr. Oakes' letter of 12-27-71)

You are authorized to proceed with the clearance of residential units covering Files 44569, 45806, and 44613 by Public Auction Sale No. 1 on January 12, 1972.

On File 44569 there is question as to the eligibility of the owner for the interest differential and closing costs. The owner, Mrs. Backman, and her parents, Mr. and Mrs. Laack (File 44568), have purchased a replacement home. The deed indicates Mrs. Backman has an interest in the new home. The new home is mortgaged. No record could be found of the new offer benefit letter. Your comments are requested. If you are unable to sell the improvements you are authorized to remove the improvements by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (J.R. Oakes)
OSHD (W.H. Haskin)
OSHD (J.J. Smith)

NOTED
F. B. KLABOE

RECEIVED
JAN 1
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

1982 NOISE STUDY 9491
Salem Parkway
#1

C+A 4141 2-2-71, 6-25-71, 8-4-71

1491 RECEIVED DEC 23 1971 FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 20, 1971

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I 305-5(2)260
Salem Spur

Right of Way Engineer Moehring's letter of December 17, 1971 requested a date for Federal participation concerning replacement lands for the Chemawa Indian School. It is our understanding that the State has taken options on several properties which call for payment in 1971. In order to assist the State in this matter December 20, 1971 is established as the date for Federal participation subject to the condition that the State can execute a satisfactory agreement with the Chemawa Indian School and that such agreement is acceptable under Section 317 and receives approval of the Federal Highway Administration.

cc:
OSHD (J.R. Oakes)
FHWA (R.E. Simpson)

12-27-71 "Discussed with me" T.E. Orig. to Moehring - Routed by

NOTED
JOM EDWARDS

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

moehring

RECEIVED
DEC 23 1971
ENGINEERING

FORM E-30 (REV. 10-65)

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I 305
Ap.

To: MEMO TO FILE

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1971

SUBJECT: File 41461-Chemawa Indian School
FAP #I-305-5(2)260
Chemawa Road-Hickory Street
Salem Freeway
Marion County

D. H. MOEHRING

This morning I met with Mr. Ouchi and the Chemawa Indian School Planning Group. Those present represented various school departments and two architectural planners from the Albuquerque office.

For the benefit of those present that were not familiar with the land trade details, Mr. Ouchi and I reviewed the proposal that had been presented by the Highway Division.

NOTED
R. B. KLABOE

There was considerable discussion regarding the relocation of the BPA line. I urged the school officials to make a firm decision regarding the power line relocation very soon. I explained that the proposal we had made would expire on December 31, 1971, and that if it was necessary to renegotiate the options it was possible that the entire project might be delayed several months. I further stated that this would not only be inconvenient for the Highway Division, but it would also delay planning of the new Indian School. This was based on the assumption that the new Indian School can not be designed until it has been determined that the Highway Division will move the BPA line.

Mrs. Dix, an architect from Albuquerque then stated that the power line would have to be moved regardless of the Highway Divisions plans. He siad they need 160 acres of unobstructed area for the school and the only alternative was to move the BPA line. I said the Highway Division was under the impression that the line only had to be moved if the highway took the land west of the railroad. There was considerable silence before Mr. Ouchi changed the subject.

I also explained that the proposal made by the Highway Division was based on an estimate for relocating the BPA line of $108,000. Apparently this figure will change substantially and I informed those present that the Highway Division Administration would have to reconsider the entire proposal. I also stated I had no idea what the reaction would be to a substantial increase in the Bonneville estimate.

Mr. Ouchi stated that Mr. Kuhn was in the process of getting a revised estimate from Bonneville and that they would have this very soon. I left the meeting with the understanding that Mr. Ouchi would again contact Mr. Kuhn and expedite their reply to the Highway Division.

12-10-71

ROD J. HENRY
District Right of Way Supervisor

RJH:pc
cc: D. H. MOEHRING

RECEIVED
DEC 3 - 1971

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REV. 3-67

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-305-5(27)260

STATE PROJECT NO.
CREMAWA ROAD - HICKORY ST. SECTION

FOR FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
1-603

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:
I-305

12-2-71

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
NOVEMBER 30, 1971

FEDERAL ROUTE NUMBER
INTERSTATE ROUTE 305

STATE ROUTE NUMBER
SALEM FREEWAY ROUTE 65

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 46917 - ORAND, AS REQUESTED IN MR. YOUNG'S NOVEMBER 18, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE NO. 46917 - ORAND

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[X] OTHER (Specify) RELOCATION PAYMENTS.

[X] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

TOM POWELL

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-30-71		FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
NOV 19 1971
FOR FILING
Const.
Eng. Acct
Right of Way

I-305

November 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem)
Section, ROW
(File 46917 - Orand)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above property on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however it is outside your authorization of August 6, 1970 for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of November 15, 1971, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property. The acquisition costs for this property will be coded nonparticipating until such time as the final right-of-way needs are determined.

The relocation plan for this project was approved by your letter of August 12, 1970, and within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. This assurance is based upon an analysis of the relocation problems and the relocation plan previously approved. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in IM 80-1-71.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

Form FHWA-12( )(12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 22, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa - Hickory Street Section
Clearance of Residential Units
(Refer to Mr. Oakes' letter of 11-11-71)

You are authorized to proceed with the clearance of a residential unit covering one house by Public Auction Sale No. 89 on November 24. If you are unable to sell the improvement, you are authorized to remove the improvement by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the unit have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

It was noted that a second residential moving payment was made when the owner occupied the property following vacation by the tenant. IM 80-1-71 provides for only one residential moving payment. There is no evidence the owner was offered such a payment under IM 80-1-68. Your comments are requested.

cc:
OSHD (J R Oakes)
OSHD (W H Haskin)
OSHD (J J Smith)

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

Klaboe

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project I-305-5(2)
Chemawa Rd.-Hickory Street
Section
Salem Freeway

NOTED
F. B. KLABOE

Dear Mr. Simpson:

We request your concurrence in the public auction of one building in the Salem area on November 24, 1971. This home is on the subject project on the Salem Freeway. The account number is 624-2510P.

If we are unable to sell the building, we further request your approval of an authorization to proceed with their demolition in a demolition contract.

This sale and clearance of this home will be in accordance with the State's demolition plan.

This building is presently vacant and the occuants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

John R. Oakes
Assistant Right of Way Engineer

JRO:ha
Attachment
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1971
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 19, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(-)260
Chemawa Road - Hickory Street Section
Mandatory Borrow Source

Mr. Klaboe's November 11 letter indicates a substantial savings in cost by designating the log pond area and adjacent property west of Cherry Avenue as a mandatory borrow source for the subject project. Although it is not clear what costs are reflected in the value placed on the borrow material, I recognize that there is a cost savings and concur that it is in the public interest to designate the source for mandatory use by the contractor.

In cases such as this, when a borrow or aggregate source is made available for mandatory use by the contractor, the unit price at which the material is made available to him must be stated on the plans or in the special provisions. Such unit price should be representative of the actual cost or value to the State and the unit cost eligible for Federal participation will be limited to: (1) The unit price set forth in the plans or special provisions; (2) The unit cost of the material to the State; or (3) The fair and reasonable value of the material, whichever is least.

A determination of the unit cost of the material to the contractor and the cost eligible for participation can be made at the time the project is ready to be advanced to construction.

If you have any questions concerning the above procedure we would be pleased to discuss it with you.

RECEIVED
NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
NOV 12 1971
FOR FILING

I-305

Chemawa Rd-
Hickory St

November 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Log Pond Area
Chemawa Road-Hickory Street
Section
Salem Freeway (I-305)
Marion County

Reference is made to recent discussions concerning the log pond area and adjacent property west of Cherry Avenue and north of the proposed freeway which have been tentatively set up as a borrow area and future linear park.

I am advised that an estimated 275,000 yards will be borrowed from the area. A current estimate of importing material would be $1.40 per yard as opposed to $0.85 per yard from the proposed borrow site. The saving of $0.55 per yard would project to approximately $150,000, which is some $60,000 saving over the anticipated $90,000 cost for the property.

The remainder area, around the lake, would be added to the linear park with the proposed bicycle and pedestrian trail passing through this area as well as local access from Shangri La Avenue.

If you wish further economic or social justification of the purchase of this remnant property, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. L. Hall
D. H. Moehring
J. B. Boyd

ADO:jp ia

				expires Dec. 31
46833	Napier	6.91 Ac	40,000	X
46832	Windsor	1.25 Ac	3,850	
46831	Hoen	1.25 Ac	4,350	
46830	Sovenski	3.75 Ac	15,300	
46829	Liphart	1.25 Ac	5,300	X
46974	Farley	9.92 Ac	35,000	X
		24.33 Ac	$108,800	
		Donneville Cove	$108,300	
			$212,100	
	Land Taken	49.2 Ac	$113,200	
	Well		2,700	
	Complex Land	33.3 Ac	53,500	

MARION COUNTY

SCALE 1"=100'

NW Cor. D.L.C. No. 49

Pugh

See Map 31 6 2W

6.91 Ac

19

13

450'

CR. 7358

ROAD

MARION COUNTY

SCALE 1"=100'

See Map 31 6 2W

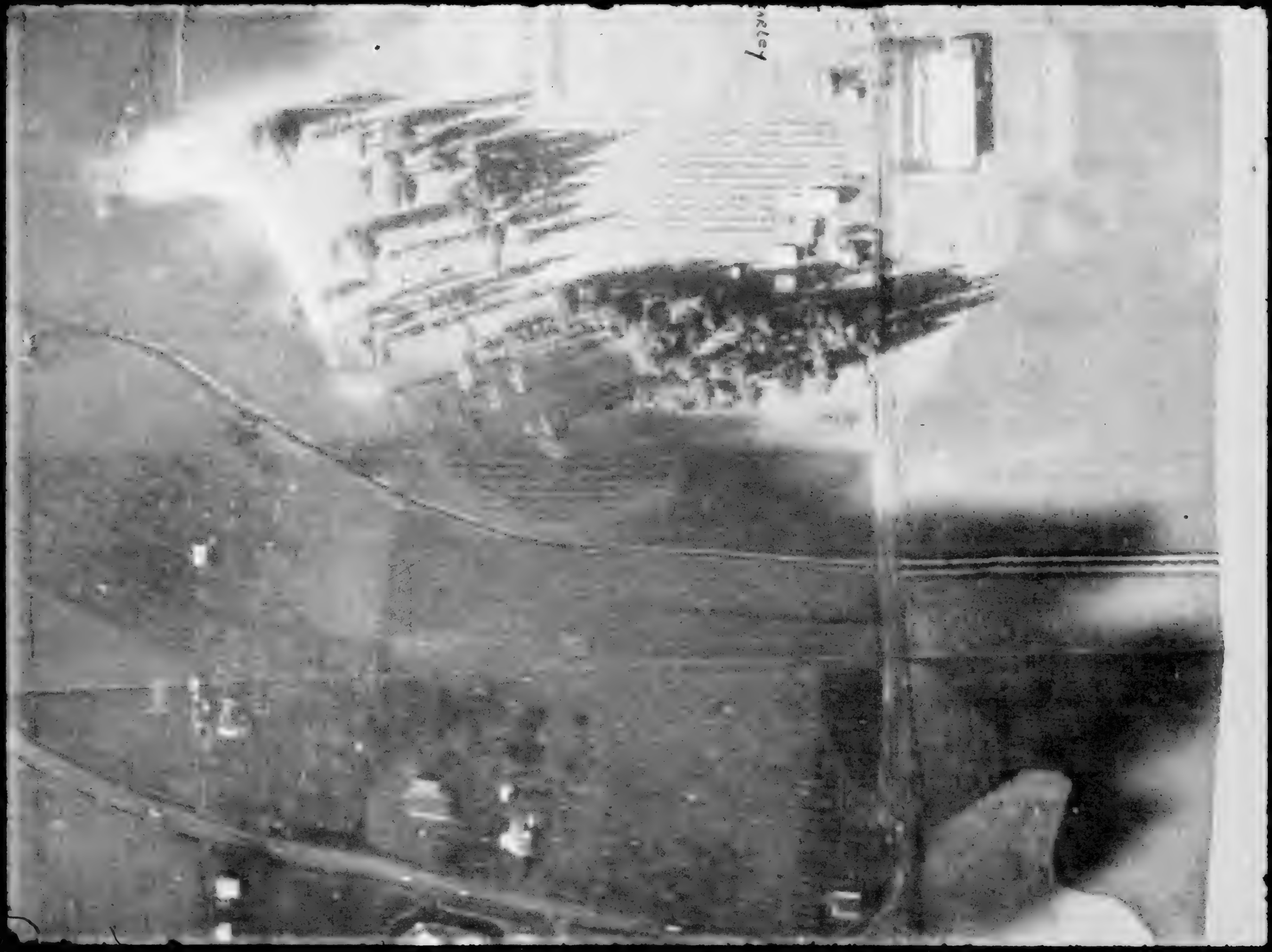
450'

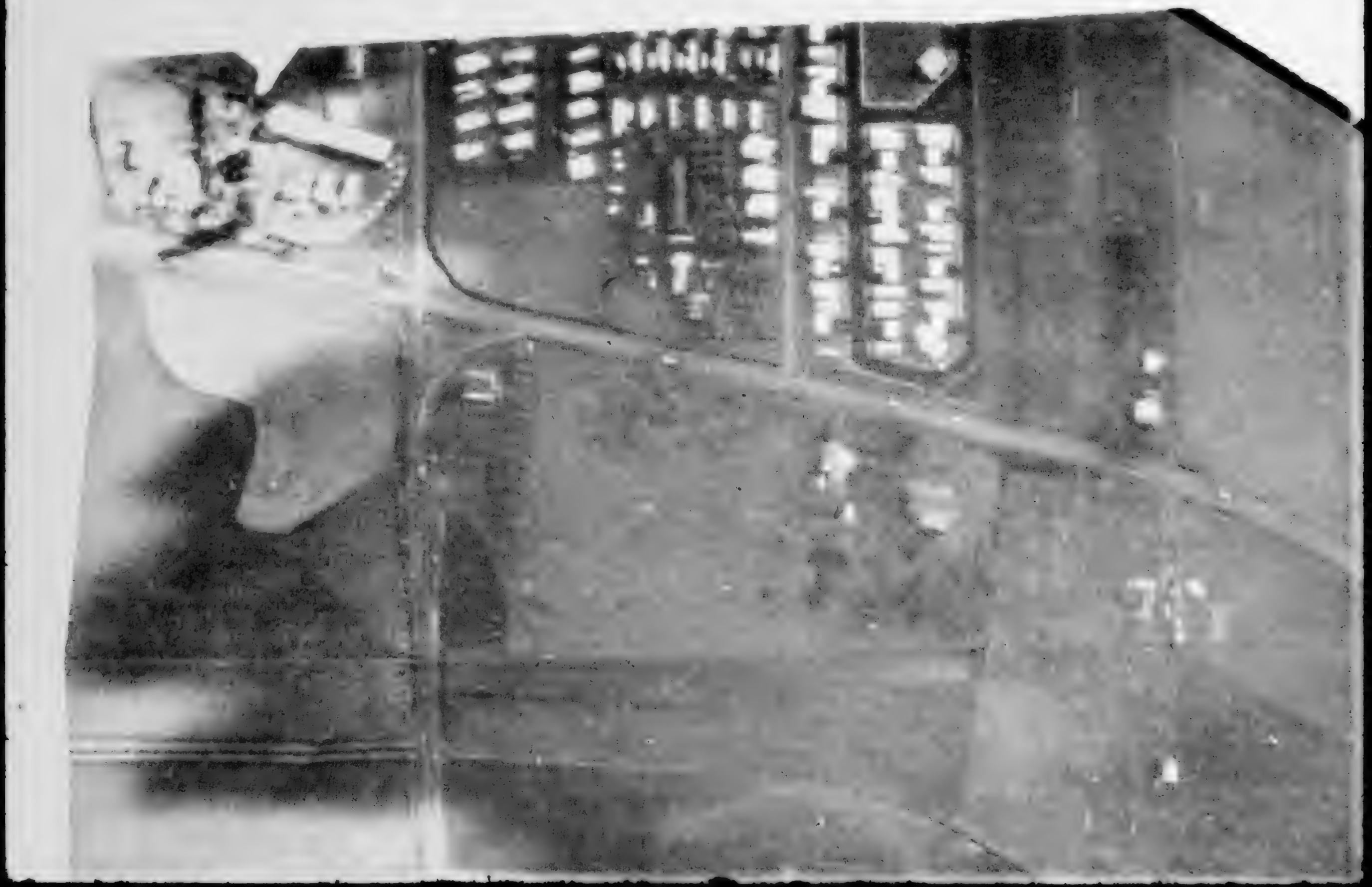
T10. 9 9E

IROAD

FARLEY

96.605





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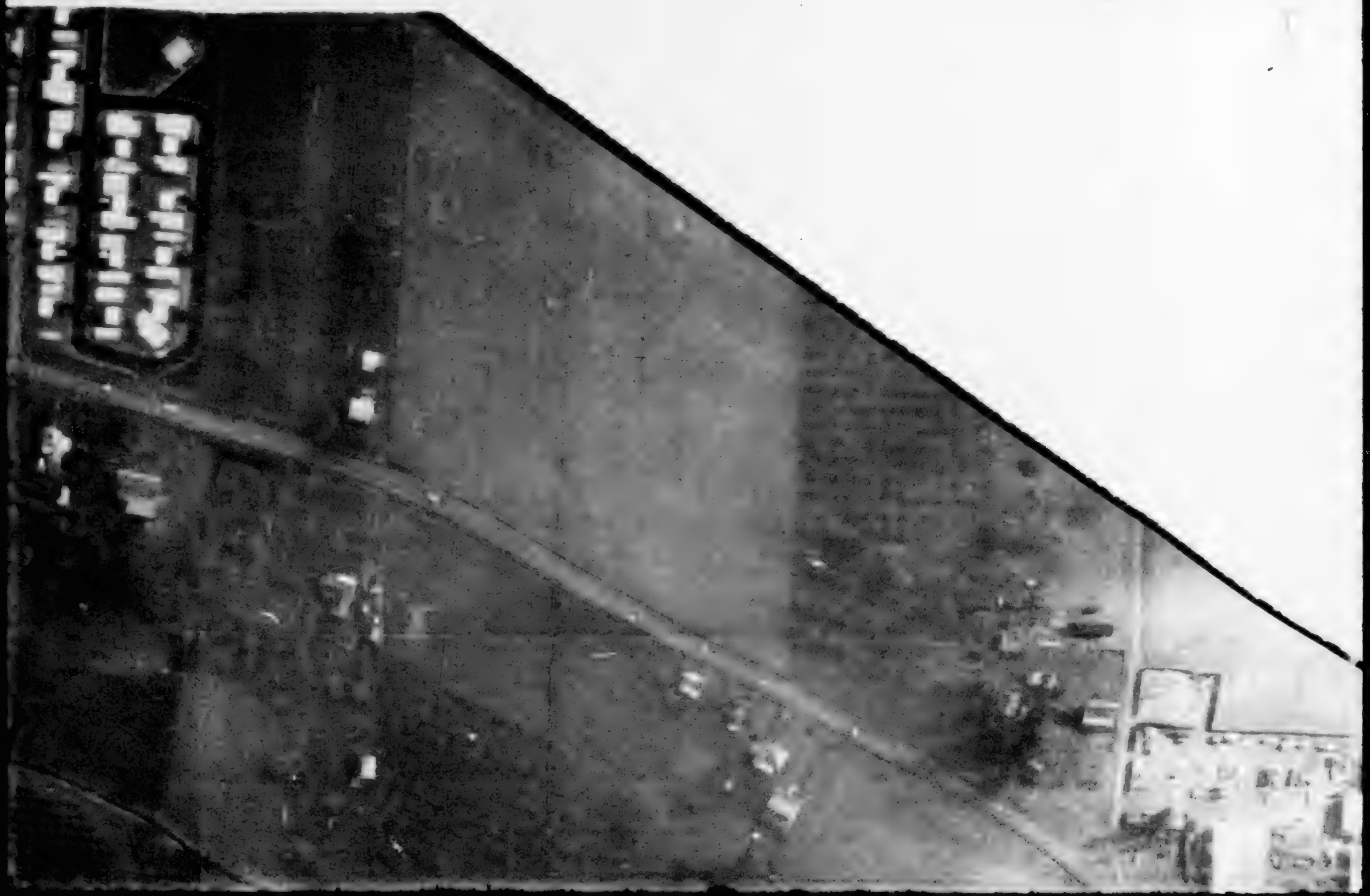

HOSPITAL NOW
SOUTHEAST

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

RECEIVED NOV 26 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

F 305-5(2)260

STATE PROJECT NO.
CHEMAWA RD-HICKORY STREET

FROM: FOR FILE
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MARION

ITEM NO.
1-603

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO: for file
Interest

11-18-71

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

1 3rd

#46909

11-26-71
Yours

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	NOVEMBER 18, 1971	INTERSTATE ROUTE #305 / SALEM SPUR

GENERAL LOCATION:

CITY OF SALEM

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 46909-MAGILL AS REQUESTED IN MR. YOUNG'S NOVEMBER 10, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[ ] OTHER (Specify)

FILE #46909-MAGILL

[XX] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-18-71		FOR DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
NOV 11 1971
FOR FILE:
Const
Fed Aid
Interst
I 305

November 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem) Sec., ROW
(File 46909 - Magill)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above property on the basis of hardship. The property is included in the right-of-way as programed on the subject project, however it is outside your authorization of August 6, 1970, for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of November 8, 1971, with attachments, which sets forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property. The acquisition costs for this property will be coded nonparticipating until such time as the final right-of-way needs are determined.

The relocation plan for this project was approved by your letter of August 12, 1970, and within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for each displaced person. This assurance is based upon an analysis of the relocation problems and the relocation plan previously approved. Relocation assistance will be provided from Mr. Rod Henry's office at 2960 State Street.

Our State relocation program is realistic and is adequate to provide orderly, timely, and efficient relocation of displaced persons as provided in IM 80-1-71.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

94491

RECEIVED
SEP 28 1971

FOR FILING
Court
Fed Aid
Interstate

I-305 To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 27, 1971

SUBJECT:
File 17606-Chemawa Indian School
Chemawa Road-Hickory Street Sec.
Salem Freeway
Marion County

Mr. Frank Hall
Design Engineer

B U I L D I N G

I am attaching field-written descriptions and vesting deeds on four properties for which we request that you check the descriptions and assign file numbers.

These files have been optioned to provide alternate area for the Chemawa Indian School to replace the right of way needed from them.

If an agreement can be reached with the Indian School, we will submit the options to the Commission.

We are also enclosing vesting deeds on File 17601 showing a revision in the file.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ph

Attachments

cc F. B. Klaboe
Rod Henry

RECEIVED
SEP 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

SEP 22 1971

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 14, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
Clearance of Residential Units
(Refer to Mr. Oakes' September 10 letter)

You are authorized to proceed with the clearance of residential units covering File 44592 by public auction sale. If you are unable to sell the improvements, you are authorized to remove the improvements by right of way demolition contract.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (J R Oakes)
OSHD (W H Haskin)
OSHD (J J Smith)

NOTED
F. D. KLABOE

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
SEP 14 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

Carl
Filed
Returned
I-305 sp

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project
I-305-5(2)
Chemawa Rd.-Hickory St.
Section
Salem Freeway

Dear Sir:

We request your concurrence in the public auction of two homes in the Salem area on September 22, 1971. These homes are both on the above-listed project. If we are unable to sell the houses, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

Both of these homes are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

NOTED
F. B. KLABOE

SEP 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 13, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
File 46779, L-6549, Lowen

Mr. Riveness' letter of September 10, 1971, requests a waiver of the requirement that the amount of the fair market value be deposited in court prior to the State taking physical possession of the property. In order to stop construction and conserve Federal and State funds, the requirement for depo it is waived. However, the State should take immediate action to make a deposit in court in accordance with Paragraph 3f of PPM 80-4.

9-15-71

cc:
OSHD (D H Moehring)
OSHD (M R Mitchell)
OSHD (A L Riveness)
C J Mathias (2 cys)

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

9-7-71

RECEIVED
SEP 15 1971
FOR FILING

FORM 7248 (Rev. 6-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FED. AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA RD-HICKORY ST.SECT

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-603

TO: Const
Jud. Rid.
Interv
I-305
Jp.

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 9-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 30, 1971	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM SPUR - ROUTE 65

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 46779 - VICKERY, VERBALLY REQUESTED 8-30-71 AND CONFIRMED BY MR. YOUNG'S SEPTEMBER 1, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY — FILE NO. 46779 - VICKERY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-9-71	H. L. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 2 - 1971
FOR FILING
Env
Eq Act
Interest
I-5

September 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. I-305-5(2)260
Chemawa Rd.-Hickory St.
(Salem) Section, ROW
(File 46779 - Vickery)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above property on the basis of protective buying. The property is included in the right-of-way as programed on the subject project, however it is outside your authorization of August 6, 1970, for complete parcel takings.

We are enclosing a copy of Mr. Oakes' memo of August 30, 1971, which states that the property owner has started breaking ground for the construction of an improvement on the property, and that verbal approval was received from Mr. Quesnel to proceed with an appraisal of the property. We feel it is in the best interests of the State to acquire the property at this time, and prior to the addition of costly improvements. The property is as outlined in red on the enclosed sketch map.

The property is presently vacant; therefore, acquisition will not result in any displacement of families or individuals.

We would appreciate prompt attention to our request as we hope to be able to negotiate with the owner as soon as possible.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

9491

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SEP 1 1971
FOR FILING
Ful Red
Submit

1305

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

September 1, 1971

$8400—

SUBJECT: Hardship
File 46068
Chemawa Road –
Hickory Street Section
Salem Freeway
Marion County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

As you asked us to contact you on individual files where the continuing hold exerts hardship, I am attaching a copy of a letter from Mrs. Nellie Holscher of Davison Real Estate addressed to Mr. Rod Henry.

Please let us know if we can purchase this file at this time.

John R. Oakes

John R. Oakes
Assistant R/W Engineer

JRO:JP
Attachment

Approved 9/1/71
Asst. State Hwy. Engr.

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9-14-71

BP 52475-734

46068

DAVISON REAL ESTATE

GERALD DAVISON, REALTOR

TELEPHONE 581-3441
566 CHEMEKETA STREET N. E.
SALEM, OREGON 97301

August 30, 1971

Mr. Rod Henry
State Highway Dept.
2960 State St.
Salem,Ore.

Dear Sir:

I am writing to you in regard to the Charles Thorpe property, located on 1362 Holgate St. N.E. in Salem, Oregon.

Mr. Thorpe is 81 years old, wife deceased, and no children or close relatives. His only income is Social Security and what little he makes picking berries. That is one of the reasons he wants to stay in that Kesier area as he can walk to the berry fields in his neighborhood.

He is quite upset that his neighbor's homes have been bought up and some burned down and some rented. So I have helped him find this small home on 4761 -38th Ave,which he has agreed to purchase and the sellers are waiting for the deal to close.

This is certainly a hardship case, as this is an elderly man with no family.

We would appreciate anything you can possibly do, as it is really difficult to find a small home in his neighborhood that will meet his needs and requirements.

The sellers have taken their little home off the market and waiting to hear from us. I will enclose a copy of the signed Earnest Money.

Sincerely

Mrs. Nellie Holscher, Salleslady
Davison Real Estate

DAVISON *Real Estate*

NELLIE HOLSCHER
ASSOCIATE

RESIDENCE 363-5670
OFFICE 581-3441

566 CHEMEKETA ST. N.E.
SALEM, OREGON 97301

RECEIVED
SEP 1 1971
DISTRICT II
R/W. OFFICE

IN ESCROW AT TRANSAMERICA TITLE: SELLER HAS INITIALED CASH DEAL, AND PAYING OFF FURNACE

OREGON ASSOCIATION OF REALTORS
SPECIAL EARNEST MONEY AGREEMENT

Salem, Oregon, June 11, 19 71

Received of Charles E. Thorp (Single) herein after called "purchaser," in the form of (check, COIN or note) $ 200.00 as earnest money and part payment for the purchase of the following described real estate situated in the City of Salem, County of Marion and State of Oregon, to wit: House and lot located 1761 38th Ave. N.E. presently owned by Mr. and Mrs. Ted Walters

together with the following described personal property:

which we have this day sold to the said purchaser, subject to the approval of the seller, for the sum of Eleven thousand five hundred fifty dollars and no/100 - - - - - - - Dollars ($ 11,550.00)

on the following terms, to wit: The sum, hereinabove receipted for, of Two hundred and no/100 - - - - - - - Dollars ($ 200.00)

{ on _____, 19____ / on Owner's acceptance } as additional earnest money, the sum of _____ Dollars ($ _____)

Upon acceptance of title and delivery of deed or contract, the sum of _____ Dollars ($ _____)

The balance of _____ Dollars ($ _____)

payable as follows: Subject to State of Oregon purchasing Mr. Thorp property in 60 days and State approving of this property.

SELLER AGREES TO PAY OFF FORCED AIR FURNACE IN CLOSING X [illegible] X [illegible] X

THIS IS A CASH DEAL X [illegible] X [illegible]

The seller shall furnish to the purchaser in due course a title insurance policy in the amount of the purchase price of the real estate from a title insurance company showing good and marketable title. Prior to closing the transaction, the seller, upon request, will furnish to the purchaser a preliminary report made by a title insurance company showing the condition of the title to said property. It is agreed that if the seller does not approve the above sale within the period allowed Realtor below in which to secure seller's acceptance, or if the title to the said premises is not marketable, or cannot be made so within thirty days after notice containing a written statement of defects is delivered to seller, or if the seller, having approved said sale fails to consummate the same, the earnest money herein receipted for shall be refunded, but the acceptance by the purchaser of the refund does not constitute a waiver of other remedies available to him.

But if the above sale is approved by the seller and the title to the said premises is marketable, and the purchaser neglects or refuses to comply with any of the conditions of this sale within ten days from the furnishing of a preliminary title report and to make payments promptly, as hereinabove set forth, the earnest money herein receipted for shall be forfeited to the undersigned Realtor to the extent of the agreed upon commission, and thereupon, if any, shall be retained by the seller as liquidated damages and this contract thereupon shall be of no further binding effect. The property is to be conveyed free and clear of all liens and encumbrances to date except zoning ordinances, building and use restrictions, reservations in Federal patents, and [illegible]

All light fixtures and bulbs, fluorescent lamps, Venetian blinds, window and door screens, storm windows and doors, linoleum, attached television antennas, curtain, towel and drapery rods, shrubs and trees, and irrigation, plumbing and heating equipment, except fireplace equipment that is not attached in any manner to the structure, and all fixtures except _____

are to be left upon the premises as part of the property purchased.

Seller and purchaser agree to prorate the taxes for the current tax year, rents, interest, and other matters as of the date of delivery of possession, unless otherwise stated. Premiums for existing insurance may be prorated or a new policy issued at purchaser's option. Purchaser agrees to pay the seller for fuel, if any, in storage tank at date of possession. Encumbrances to be discharged by seller may be paid at his option out of purchase money at date of closing. The purchaser shall reimburse the seller for sums held in the reserve account on any indebtedness assumed in this transaction.

SELLER AND PURCHASER AGREE THAT SUBJECT SALE { will / will not } be closed in escrow, the cost of which shall be shared equally between seller and purchaser.

Possession of the above described premises is to be delivered to the purchaser Sept. 1, 1971 ~~days from the delivery of deed or contract above mentioned~~, or as soon thereafter as existing laws and regulations will permit removal of tenants, if any. Time is of the essence of this contract.

Realtor's Address: 566 Chemeketa St. N.E. Realtor's Phone: [illegible]

Davison Co. Realty Realtor By _____

AGREEMENT TO PURCHASE

Date June 11, 19 71

I hereby agree to purchase the above described property in its present condition at the price and on the terms and conditions set forth above, and grant said Realtor a period of 2 days hereafter to secure seller's acceptance hereof, during which period my offer shall not be subject to revocation. Deed or contract is to be prepared in the name of Charles Thorp

I acknowledge receipt of a copy of the foregoing offer to buy and earnest money receipt bearing my signature and that of the Realtor.

Address 1362 Valencia St. N.E. PURCHASER: Charles E. Thorp

Phone [illegible] PURCHASER: _____

AGREEMENT TO SELL

Date June 11, 19 71

I hereby approve and accept the sale of the above described property and the price and conditions as set forth in above agreement and agree to furnish a title insurance policy continued to date as aforesaid showing good and marketable title, also the said deed or contract, and agree to pay the above named Realtor for services a commission of $ 693.00

I authorize said Realtor to order title insurance and, if sale not completed, to pay any cost thereof and to pay out of the cash proceeds of sale the expenses of furnishing title insurance, recording fees and revenue stamps, if any, as well as any encumbrances on said premises payable by me at or before closing. I instruct Realtor to place in his Clients Trust Account the above described earnest money deposit until needed in the closing of the transaction. I acknowledge receipt of a copy of this contract bearing my signature and that of the purchaser named above, and of Realtor.

Address _____

Phone _____

SELLER [illegible] X

SELLER [illegible] X

O.A.R. 999

THIS IS A LEGALLY BINDING CONTRACT. IF NOT UNDERSTOOD, SEEK COMPETENT ADVICE.

REALTOR'S COPY

August 6, 1971

The purchaser Charles Thorp agrees to allow the Seller, Ted Walters to retain possession of property located at 4761 38th Ave N.E., for 30 days after verification from the State of the purchase of Charles Thorp property.

Purchaser Charles Thorp

DAVISON REAL ESTATE
566 Chemeketa N.E.

9491s

L

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97310

File 44619-Scott
Chemawa Road-Hickory
Salem Freeway
Marion County

Project I 305-5(2)260

Dear Mr. Simpson:

In your letter of June 24, 1971, and in Mr. L. R. Backlund's subsequent Ineligibility Notification 35-71-FIN-42, you questioned the reviewing appraiser's addition of fixture values to Mr. Lau's conclusion of value, indicating that Mr. Lau already had these values in that conclusion.

Initially, it should be noted that Mr. Flanagan's review was predicated primarily upon Mr. Boise's appraisal. Mr. Flanagan's reference to the fixtures merely served to substantiate the relatively minor spread between the two appraisals, as pointed out in his memo of June 28, 1971, to M. M. Mead (copy attached).

Further study of the file showed that there were also considerable differences in the cost approaches to value which should be resolved. Attached are copies of letters from Mr. Lau and Mr. Boise which explain their positions, as well as an additional summary by Mr. Flanagan which indicates that he considers his January 9, 1971, review to be substantiated.

We trust that this additional information will answer the questions raised and that subject file will now be considered fully eligible for participation.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

DHM-MMM:MH
attachment

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

NOTED
TOM EDWARDS

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

Const
2nd to Aid
Interstate

I-305-4(2)

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 24, 1971

In reply refer to: 08-35.7

Klahre

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street Section
File 44619 - Scott

A review was being made of the appraisals on the above-mentioned property. Before we complete our review, information is needed concerning certain statements contained in the review appraisal dated January 9, 1970 in the amount of $75,000.

The review states in part "This review follows the value of the higher appraiser, Mr. Boise. A more supportable value conclusion of the two appraisals is from the income analysis. Mr. Lau states that his building residual includes the equipment and fixtures. None of his market rent indicators have such equipment as the subject, making the addition of some value appropriate. To include the $7,500 Mr. Lau assigns to fixtures would increase his income approach value to $77,500 not significantly different from the final conclusion of value submitted by Mr. Boise."

A reading of Mr. Lau's report (Page 5) covering the income approach would indicate that Mr. Lau seems to have included the fixtures in his rental rate and his income approach. Your comments are requested.

cc:
M R Mitchell
M M Mead
C J Mathias (2)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED

FORM E-30 FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 11, 1971

SUBJECT:

To: MEMO TO THE FILE

I called L. B. Day re the acquisition of Chemawa Indian School property in connection with I-305.

He stated that he had met with the Indian School officials and they now propose that we acquire about 300 feet of privately owned frontage south of their existing facility and clean out a spring located within this property. We would also still be expected to move the power line.

If such a deal can be worked out, he thinks the project will "fly".

Mr. Moehring will immediately meet with the Indian School officials and explore this possibility.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
D. H. Moehring

PARKS, TRAILS, BIKEPATHS AND THE I-305 FREEWAY

A Linear Park for Salem, Oregon

Prepared By

The Mid Willamette Valley Council of Governments
and the Regional Parks Agency of the
Mid Willamette Valley

April, 1971

The preparation of this report was financially aided through a Federal grant from the Department of Housing and Urban Development. Ore. P-153.

ABSTRACT

TITLE: Parks, Trails, Bikepaths and the I-305 Freeway

AUTHOR: Mid Willamette Valley Council of Governments

SUBJECT: The I-305 Freeway
Noise Control
The Linear Parkway
Trails and Bikepaths

DATE: April, 1971

LOCAL PLANNING AGENCY: Mid Willamette Valley Council of Governments

SOURCE OF COPIES: Mid Willamette Valley Council of Governments
Room 19 - Marion County Courthouse
Salem, Oregon 97301

HUD PROJECT NUMBER: P-153

SERIES NUMBER: Number 1

NUMBER OF PAGES: 28

ABSTRACT: This report identifies the need for development of a compatible urban freeway in the North Salem-Keizer area. The report discusses the impact of the freeway on the Salem community and suggests that in order to obtain more compatible land use, a Linear Parkway, complete with trail system, bikepaths, noise control barriers, and community parks be included in the freeway development. The specific elements of the Linear Parkway, which are recommended for acquisition by the Oregon State Highway Department, are also shown.

I-305 CITIZEN ADVISORY COMMITTEE

Carl Holm, M.D.
Chairman

Subcommittee on Land Use

Ellen Lowe, Chairman

Jack Anunsen
William Reisland
Philip Settecase

Subcommittee on Landscaping

Thad Stanford, M.D., Chairman

Ron Jensen*
William Reisland
Howard Smith

Subcommittee on Architectural Features

William Lindburg, Chairman

James Blanchard
Donald Gribskov
Howard Smith

* Replaced Philip M. Brandt as representative of the Salem Beautification Council.

FOREWORD

The proposed I-305 Freeway Linear Park, its berms, its trails, its bikeways, its vistas and open spaces, its mill pond and landscaping, like the freeway itself, is designed for use. This major entryway to Oregon's Capital will thus reflect the natural beauty of the State and provide for use and enjoyment by all.

Many persons and organizations contributed guidance and ideas to this project. However, special commendation is due the members of the I-305 Citizens' Advisory Committee chaired by Dr. Carl Holm. This Committee, appointed by the Mid Willamette Valley Council of Governments, has performed a difficult task with the utmost dedication. A major factor in the plan development has been the excellent cooperation and counsel of the staff of the Oregon State Highway Division.

Staff members making important contributions to the report included:

R. David MacDonald, COG

Frank Mattson, Regional Parks Agency

Jack Foust, COG

Jackie Farlinger, COG

W. J. Kvarsten, Director
COG

Randall Curtis, Project
Planner, COG

Russell Richards, Parks
Planner, Regional Parks
Agency

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SUMMARY OF FACTS AND RECOMMENDATIONS

Development of the Linear Parkway will require the acquisition of approximately 150 acres of land in addition to the proposed freeway right-of-way. Acquisition of this land will create a Linear Parkway over three miles long, complete with a trail system, community parks, and open space. The development of this Linear Parkway will provide the Salem area with the first component of an officially designated trail system.

In addition to complementing the Salem park system, development of the Linear Parkway will also provide a much needed buffer strip between the freeway and adjacent neighborhoods, thus minimizing conflict between the freeway and residential development.

Recommendations for development of the I-305 freeway and the Linear Parkway are as follows:

* The entire Linear Parkway, as shown on the official plan, be acquired and developed by the Oregon State Highway Division, incorporating the trail system, open space and desired aesthetic features described in this report.

* The Oregon State Highway Division construct a minimum 16 foot noise control barrier adjacent to residential areas affected by noise generated from the freeway.

* Joint use of the berms and right-of-way be permitted for the construction and use of the trail system.

* Parcels shown on the official plan should be richly landscaped as part of the Highway Beautification Program to insure the compatibility of I-305 to the community.

* This report to be used as a guideline for development of a neighborhood plan for the North Salem-Keizer area.

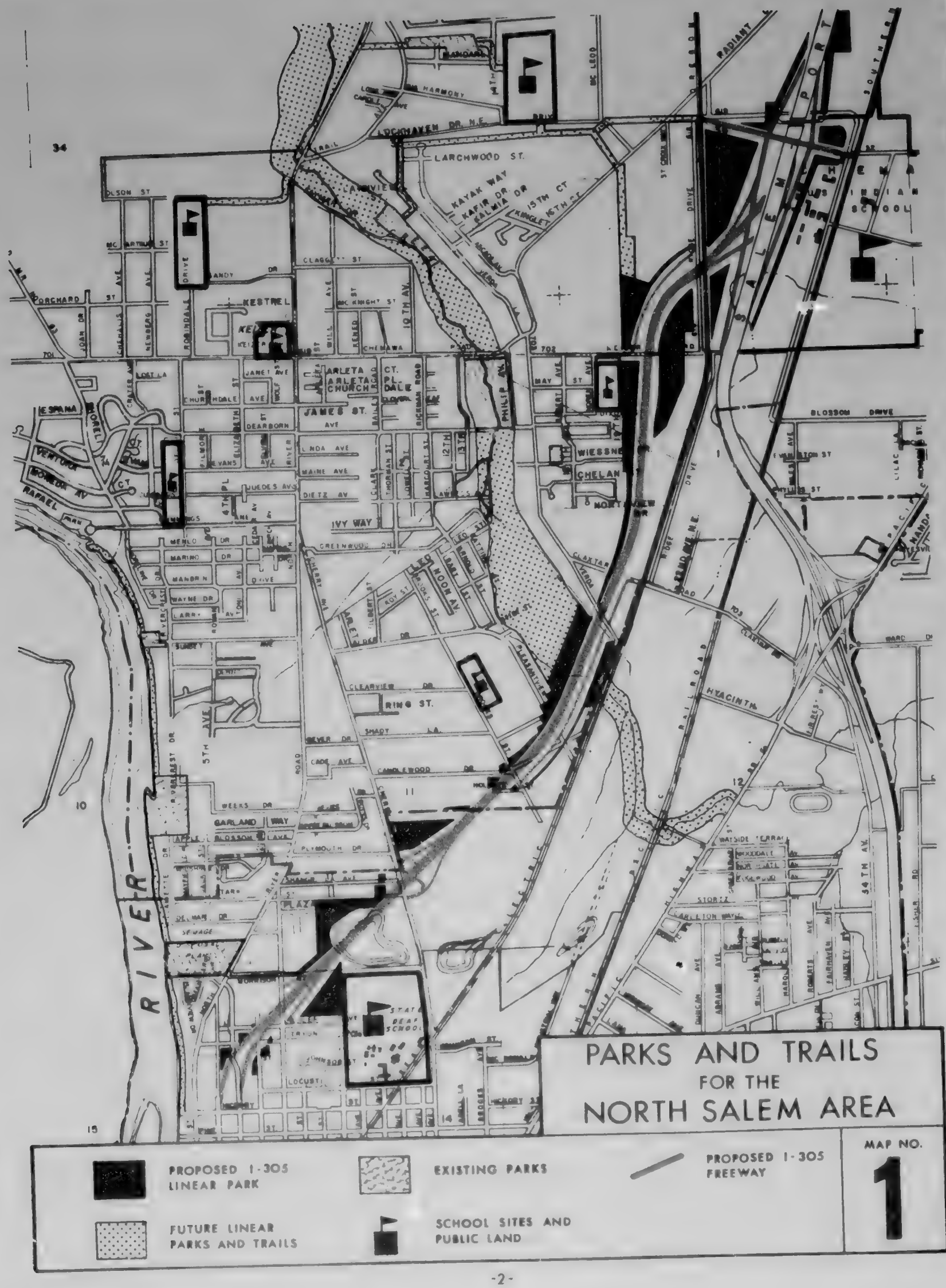
* Amendments should be incorporated within the present zoning codes incorporating specific guidelines for land use development adjacent to the freeway.

INTRODUCTION

The development of a Linear Park along I-305 was recommended by the Citizens' Advisory Committee which was appointed by the Mid Willamette Valley Council of Governments to provide for careful evaluation of the preliminary design work on this new freeway route into Oregon's Capital. Because the Committee was concerned especially with the environmental, aesthetic and visual impact of the route on the community, the principle of multiple purpose use of the freeway corridor was found to be a sound basis upon which to proceed.

Thus, the purposes for developing the I-305 Linear Park Plan are many; they include: enhancement of the freeway entrance to the State Capital; minimizing of the environmental impact of traffic on adjacent neighborhoods and land uses; realization of the recreation potential of the long strip of public land which will eventually traverse the community; implementation of segments of the community's planned park, open space and trail system; and, in general, maximizing the social benefits or share of the benefits produced from the substantial public investment in the freeway. (Map No. 1)

This broad approach enhances the opportunity for multiple use of the right-of-way. With some additional widening, the larger area provides space for a Linear Park system complementing the freeway section and this in turn also provides for a harmonious linking of freeway and adjacent neighborhoods. Such an approach also supports existing uses and enhances future development. Goals to lessen the undesirable effects of noise and movement of traffic were found to be attainable and are included in the plans for the project.


RIVER
RADIANT
LARCHWOOD ST.
KAYAK WAY
KAFIR DR
SALMIA DR
15TH CT
KINGSLEY
LAWVIEW
CLAGGETT ST
SANDY DR
KESTREL
ORCHARD ST
ROBINDALE DRIVE
10TH AV.
JAMES ST.
ARLETA CHURCH
ARLETA CT.
DALE PL.
DALE DRIVE
PHILIP AV.
MAY ST
AVE
WIESSNER
CHELAN
BLOSSOM DRIVE
LILAC
IVY WAY
GREENWOOD DR
MOON AV.
CLAXTAR
HYACINTH
RAILROAD
RING ST.
CLEARVIEW DR.
SHADY LA.
CANDLEWOOD DR.
5TH AVE
WEEKS DR
GARLAND WAY
APPLE BLOSSOM LANE
PLYMOUTH DR
WATSIDE TERRACE
WOODDALE
SIORIX
CARLETON WAY
34TH AV.
ROMERIA AVE
FAIRHAVEN AVE
HARLEY ST
ADAMS AVE
DUNCAN AVE
STATE DEAF SCHOOL
LOCUST
HICKORY
MEMLO DR
MARINO DR
MANORN DR
WAYNE DR
LARRY AVE
SURREY
DEARBORN
JUDEES AVE
DIETZ AV
LINDA AVE
MAINE AVE
EVANS AVE
IRVING ST
IRVING
IRVING
IRVING

PART I

THE I-305 FREEWAY

The impact of the freeway as it passes through the community was of primary concern to those involved in this study. It became very apparent early in the freeway location process that while the final route selected possessed the fewest conflicts with adjacent existing developments, passing as it does through mostly vacant land, it would nevertheless require a high degree of sensitivity to land use and other community value factors before a full accommodation of the freeway could be made. The realization of the Linear Parkway will be itself a reflection of the efforts expended to weave together the many community value factors and the freeway together to maintain compatible land use.

Three challenges were revealed in the study of the freeway as it affected the community. One, is the noise factor; second, is the view of, from and by the roadway; lastly, is the barrier effect created by the freeway itself. The latter is created by the length, width, and access control factors that are characteristics of all freeways.

In the context of the setting through which the I-305 freeway is to pass, the "barrier" effect is consciously being used as a design element to provide a logical separation of industrial and rail-oriented land uses from residential uses. Access roads to the industrial areas and intra-community street connections are located so as to maximize industrial access while minimizing the potential for residential traffic conflicts.

While the freeway serves to sharply define the border between the industrial and residential uses, the Linear Park is designed to be in harmony with both. Where the freeway serves to preserve the integrity of

of the adjacent uses by inhibiting heavy vehicular cross movements, the Linear Park serves to encourage pedestrian movements all along its length. Certainly the park setting will enhance the development potential of parcels on both sides of the transportation-park corridor.

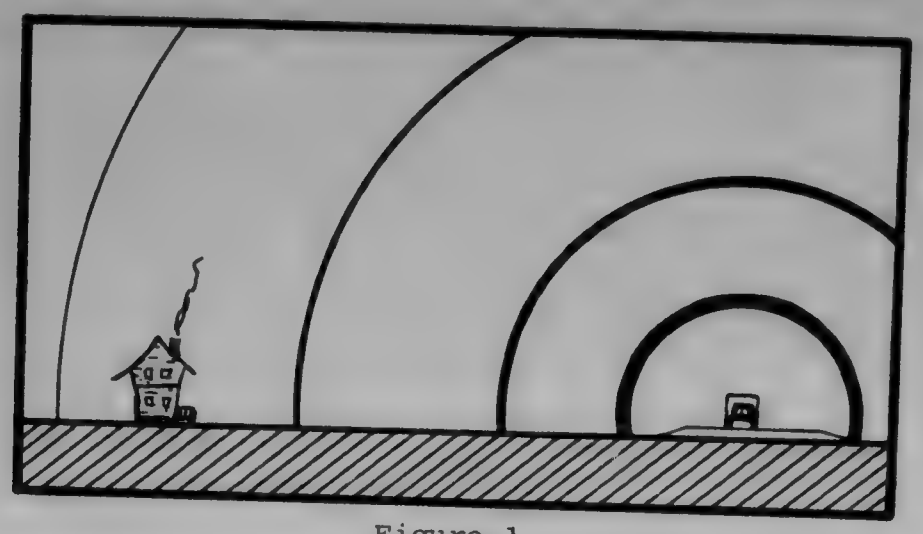


Figure 1

NOISE CONTROL

The challenge presented by the noise effect precipitated an investigation to determine the probably affect of the noise impact on the community. As it turned out, the initial phase of the noise impact evaluation revealed a sufficient amount of information to estimate noise levels on lands adjacent to the freeway! For the purpose of land use evaluation adjacent to the freeway, four distinct areas or bands were identified. They are:

1. the freeway traveled way;
2. the area adjacent to the freeway where noise levels would be far above normal, most likely exceeding the "level of complaint,", i.e. 65 + 5 decibels;
3. the area wherein the noise level would exceed the existing level or that of a quiet residential area;
4. the area beyond which freeway noise levels could not reasonably be differentiated from the normal background or ambient noise level. An example of the plot of the noise impact bands is shown in Figure 1.

Remedial treatment is possible. By depressing the freeway or where this is not feasible, by constructing earthfill barriers or berms parallel to the freeway, the noise impact area can be measurably reduced.

The berms will be a major feature and are to be incorporated into the Linear Parkway. These berms represent a new concept in freeway planning in an attempt to significantly reduce the noise level as it is generated by the freeway traffic.

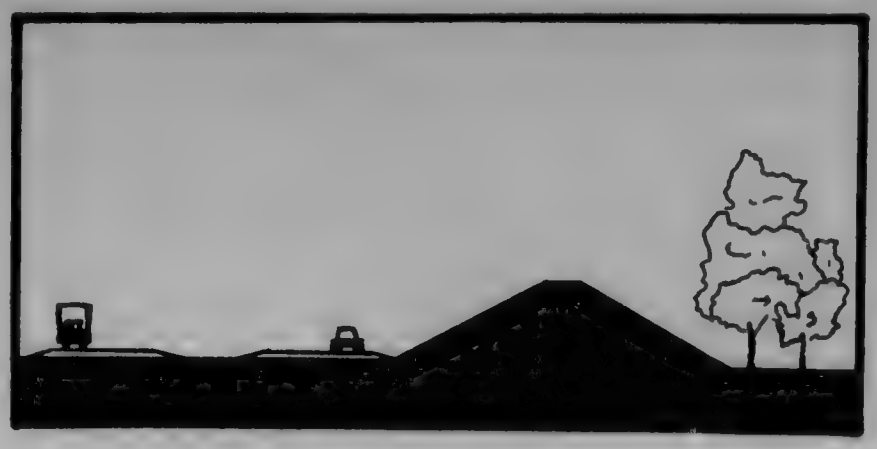


Figure 2

As a result of the noise control studies, it is recommended that 16 foot berms be used at the two sites identified for their use. The two sites are both on the west side of the freeway. The first is adjacent to Kennedy Elementary School and the second is south of Verda Lane extending south to the proposed extension of Wayside Terrace. Obviously, the height of the berm will ultimately determine its effectiveness. The 16 foot berm was chosen because to be effective, the height of the berm must be above the average height of exhaust stacks on diesel trucks which are about 11 feet. It should be noted that in some instances, because the freeway surface will be elevated, it will be necessary to increase the height of the berm accordingly in order to maintain an effective 16 foot barrier.

Using the area alongside the berm and the berm itself for the Linear Park, when the occasion demands, provides productive use of the high noise area adjacent to the freeway. Characteristically, there is quite a narrow but less noisy area in the "shadow" of the berm, that is, at its base.

This narrow strip is suited very well for footpaths, biketrails and other recreation uses. (Figure 3)

As can be seen, then, while the total "area of complaint" is not generally suitable for residential and other permanent development, many of the proposed recreation activities; e.g., biketrails and footpaths, because of the transient nature of the activity fit very nicely into the Linear Park-freeway corridor scheme.

Figure 3

LAND USE CONTROL

A further reduction of the noise impact is possible by a judicious application of land use controls in areas adjacent to the freeway. Certainly in the areas where the noise level is close to the level of complaint; i.e., is far above that of a quiet residential area, a strong case can be made for the total prohibition of new homes or other residential developments. Also, where the noise level is expected to be somewhat lower but still above normal, special site development standards and building regulations could be applied. For example, where it is possible to orient houses and other buildings so that they can serve as buffers between the noise source and the outdoor yard areas, adequate

relief can probably be provided.

Nighttime traffic noise can be especially irritating since at that time both indoor and outdoor activities in neighborhood areas are at a minimum. For this reason, persons sleeping or trying to sleep with open windows which face toward the freeway may be disturbed. This will be far more true in the case of multi-story buildings. Therefore, it may be prudent to disallow the construction of multi-story residential buildings in the above normal sound level area. Or if such construction is permitted, then it could be treated as a conditional use, subject to special siting and structural requirements.

THE VISUAL FACTOR

The final challenge to be dealt with in this study is the visual factor: the view from, of and by the road. The I-305 freeway as proposed will certainly find itself, as do all freeways, exposed to the public eye. This exposure will be noted not only to the traveler as he traverses the freeway, but to community as well as it carries on its daily activities. While it appears that in the past the freeway traveler has been given the most consideration in freeway planning, it is evident by the existence of this report indicates that the community's exposure to the freeway is being given a high priority.

It is the consideration of the environment by the freeway that makes the freeway a good neighbor. The person whose home is adjacent to a landscaped berm enclosed in a park-like setting certainly has the opportunity to view the freeway itself as an asset to the livability of the area. It is in this context that the view by and of the road and the treatment of it must relate to the human scale. In the past, it was often the policy

when possible to hide or play down the presence of the freeway through an industrious landscaping program. But today it is our goal to strengthen the relationship between freeway and neighborhood. This goal can certainly become more of a reality through the development of the Linear Parkway and the incorporation of the features suggested in this report.

As mentioned previously, the view from the road must also be considered. In considering the design features, curvature, landscaping, structural treatment and other features relating to the view from the road, the designer must weigh the alternatives from the viewpoint of the driver and passengers inside the vehicle as it moves along the roadway.

Since the most familiar sight along most principal arterial streets in any city is the clutter of signs, wires and miscellaneous street "furniture", the most obvious first step in establishing a unique view from the road is to prohibit such intrusions on the public's right of view. Prohibiting or severely restricting signs other than those required for traffic control from the field of view of the freeway traveler is possibly the most fundamental control necessary for creating a parkway atmosphere

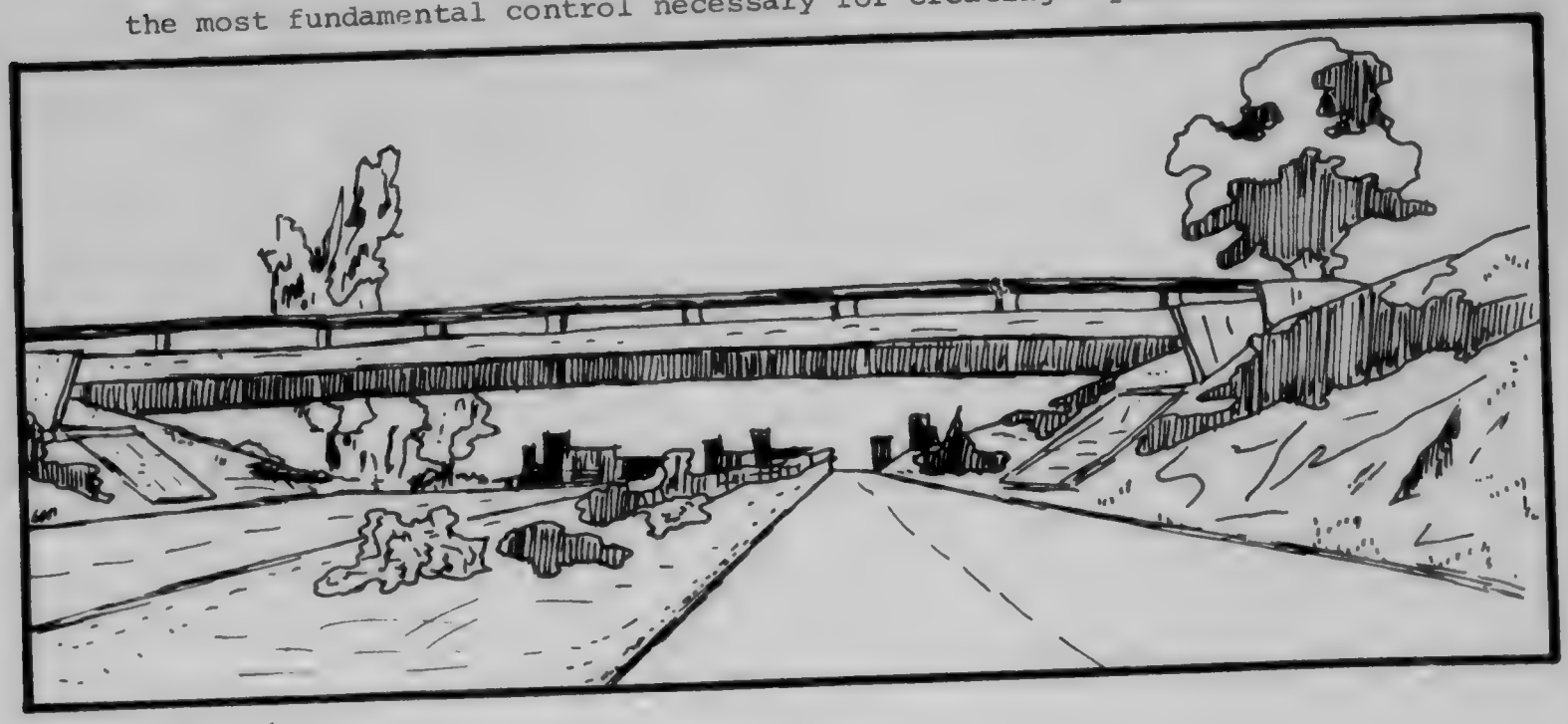


Figure 4

along I-305. Other similar aesthetic regulations, for example, the placement underground of existing overhead utility lines, is also recommended for application along the freeway corridor.

The freeway planner cannot only expose the freeway landscape to the traveler, but he can also expose the community to him by properly framing the view. Distinct breaking points can be built in where appropriate to emphasize fundamental shifts in the nature of the areas being traversed. For example, a clean break between rural and urban uses is illustrated in Figure 4 by framing the view using an overhead structure and sloping sides of depressed freeway. This particular view would be similar to one that could be anticipated approaching Salem on the I-305 freeway as it passes under the proposed bridge at Verda Lane.

The visual impact created by the freeway can be further enhanced by properly controlling the development which will most certainly follow freeway construction. In order to properly meet this challenge, additional regulations should be added to our present zoning ordinances, adding special control to the many types of developments which are associated with urban freeways. These regulations should require special treatment for residential, commercial and industrial developments in regard to parking facilities, architecture, landscaping and access as they relate to the visual impact of the freeway.

PART II

THE LINEAR PARKWAY

The Linear Parkway, proposed here as an integral part of the I-305 freeway, presents a great opportunity for the community to realize the benefits of integrated highway and land use planning. The development of the Linear Parkway, with its accompanying trail system, will create an elongated or stretched out strip of land designed for passive and active recreation use. The Linear Park will parallel the freeway for approximately 3.2 miles from Chemawa Indian School south to the vicinity of Hickory Street. As planned, the parkway will require the acquisition of approximately 150 acres of land.

In describing the setting through which the freeway and the Linear Parkway extend, three features stand out. They serve as points of reference throughout the plan narrative. The first of three, the northern terminus of I-305, is the freeway interchange adjacent to Chemawa Indian School. The second is the Claggett Creek area lying midway along the parkway. Third is the Mill Pond section between Cherry Avenue and Broadway Street.

CHEMAWA INTERCHANGE

The Chemawa Interchange area has great possibilities for development as a dramatic entrance or gateway to Oregon's Capital. To capture this potential, a number of alternate design schemes were created and evaluated. Each of the schemes possessed a common element; in all the four quadrants of the interchange the natural or forested look in landscaping was to be emphasized.

Following up on the heritage of the Chemawa Indian School, from which the interchange area derives its name, it seemed appropriate that the compatible relationship between natural Indian culture and nature should be emphasized. A design scheme that integrates these two factors is shown on page 12.

The design on page 12 depicts three elements identified as areas A, B and C. Element "A" contains the northwest, northeast and southeast quadrants of the interchange and Element "B", the southwest quadrant. Element "C", also to the southwest, lies just southerly of the depressed section of I-305 east of Ridge Drive.

Element "B" (Festival Park) is the largest with 15 acres. A two phase program for its improvement is recommended. In the first phase the construction of trails and trail-head shelter (Figure 5b) is recommended as a convenience to the trail users.

It is important to observe that the trail-head shelter acts as the locus for the trails that converge on it from a number of directions. The trail from along the west side of the Linear Park by Kennedy Elementary School passes under the Burlington Northern Railroad and up into Festival Park. The trail along Ridge Drive from Oxbow Park enters from the south.

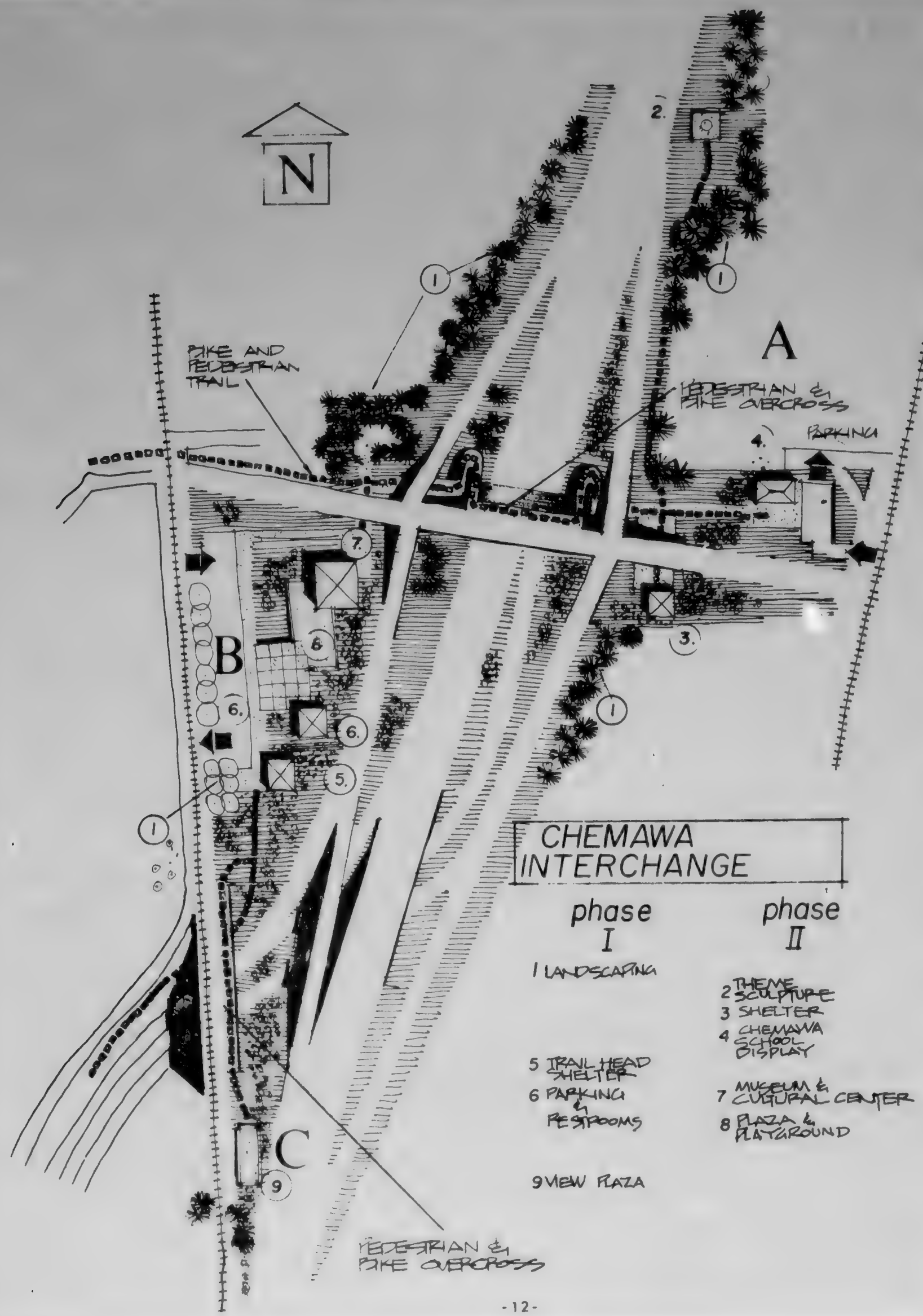
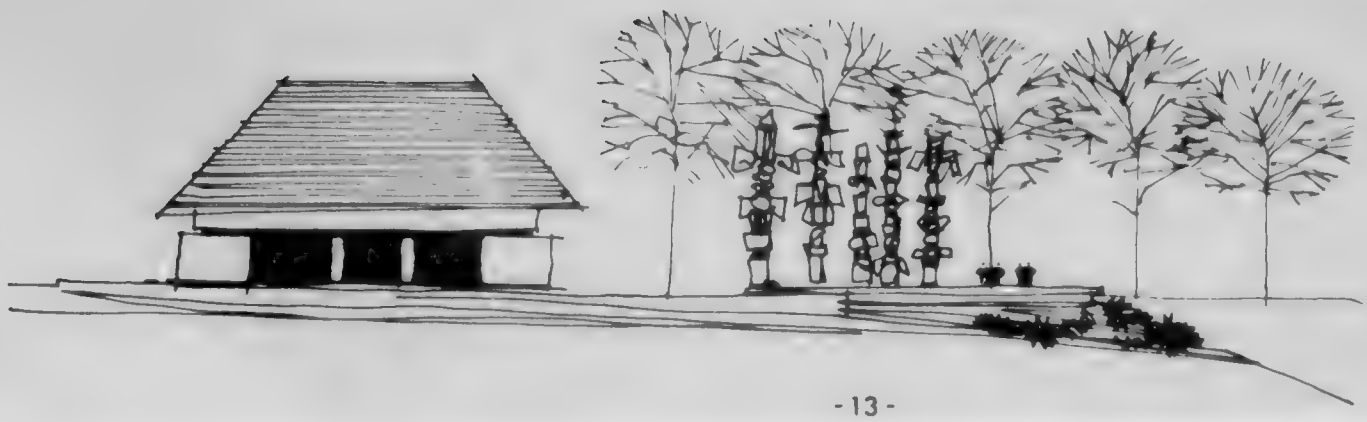

N
2.
1
A
PIKE AND PEDESTRIAN TRAIL
PEDESTRIAN & PIKE OVERCROSS
4.
PARKING
7.
B
6.
6.
5.
3.
1
1
CHEMAWA INTERCHANGE
phase I
phase II
1 LANDSCAPING
2 THEME SCULPTURE
3 SHELTER
4 CHEMAWA SCHOOL DISPLAY
5 TRAIL HEAD SHELTER
6 PARKING & RESTROOMS
7 MUSEUM & CULTURAL CENTER
8 PLAZA & PLAYGROUND
9 VIEW PLAZA
C
9
PEDESTRIAN & PIKE OVERCROSS

Figure 5

A

B



C

A trail from Whiteaker Junior High School comes in from the northwest and the trail from the Chemawa Indian School and points easterly passes over the freeway and under Chemawa Road to enter Festival Park.

The Phase II program for Festival Park will depend largely upon the organization and success of efforts to support the construction and maintenance of the Indian Museum and Cultural Center. Figure 5c depicts appropriately, simple but massive design with totems in recognition of the native American Indians, Aleuts, Eskimos, all who have attended Chemawa Indian School during its 81 year history. The plaza and playground would also be constructed in Phase II. The involvement of the present students at Chemawa School, as well as past students, in the design of the complex, including the trail system, and in operation of the Center is strongly recommended.

Element C, Labish Point Park, consists of a view plaza and landscaping.

Element "A" includes four separate parcels connected by the trail system. In Phase I, trails and landscaping would be accomplished. As shown, provisions for bicycle and pedestrian movements over I-5 on the Chemawa Road structure is recommended for construction with I-305.

Pedestrian movements between the quadrants on either side of I-5 would be eased by providing culverts of sufficient size through the filled section under the Chemawa Road I-5 overcrossing or by opening the areas under the roadway by using piers instead of fill. The latter has some advantage for increasing the visibility of the center and recreation facilities but also has disadvantages, e.g., expense and noise.

Element "A" includes a suggestion for a theme sculpture, shelter, and Chemawa School display (Numbers 2, 3, and 4, page 12). The display is an added feature that might well be located in the museum complex or on

the southeast quadrant on the grounds to be retained by the Indian school.

In the entire Chemawa Interchange area the strictest of architectural and landscape design control is urged. An architectural review board with veto power on design provides a mechanism that could be appropriate here. In scope, the design control area should extend beyond the publicly acquired parcels to include parcels to the east of the Southern Pacific Railroad and to the west of the Burlington Northern Railroad.

CLAGGETT CREEK

This low, bottom land area, which the freeway will cross on a short fill section, has long been considered as suitable for park treatment. Local plans for park use of the entire Claggett Creek Basin have already been partly implemented with the development of Claggett Creek Park and the acquisition of Northridge Park. Development of the Linear Parkway will dramatically enhance the opportunity to complete the Claggett Creek Basin Parkway and its loop trail system which will serve to link Claggett Creek Park, Whiteaker, Kennedy and Chemawa Schools.

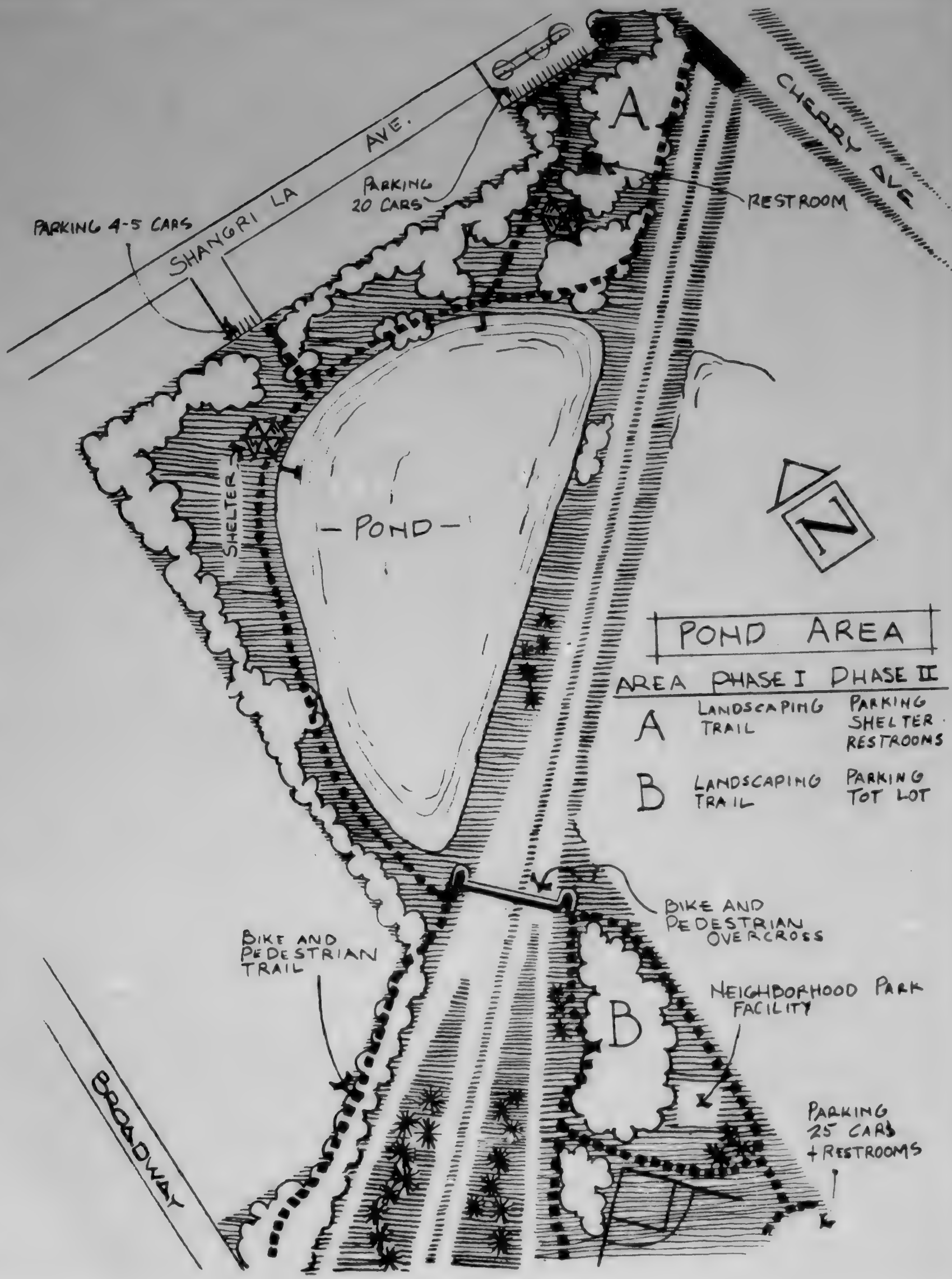
MILL POND PARK

Once again the natural terrain and features will be emphasized in this area to support the general theme of the Linear Parkway. Perhaps the single most important element of this parcel which will serve to strengthen its recreational value, is the mill pond itself. Throughout all the studies carried on with the Citizens' Committees studying this project, the Mill Pond, west of Cherry Avenue has provided the most interest. Not only is it unique in its character, but its location will provide the Salem community with a valuable amenity, if properly developed.

The key to development of this parcel for recreational value will

be the enlargement of the pond on the north side of the freeway as shown on page 17. Expansion of this pond will provide source material to be used as fill for the freeway as it traverses the pond. The remainder of the site can be developed as shown with such facilities as a playground, picnic area, game court, and the trail system.

Because of its location to adjacent neighborhoods of both Salem and Keizer, it is strongly urged that a pedestrian overpass be constructed for pedestrian and bicycle use. The addition of this structure would provide a vital link to the residential area south of the freeway which is now almost devoid of neighborhood and community parks. Without this structure, and the proper development of this site, much of Salem's population will be deprived of direct use of the Linear Parkway and its trail system.


SHANGRI LA AVE.
PARKING 4-5 CARS
PARKING 20 CARS
A
CHERRY AVE
RESTROOM
SHELTER
POND
N
POND AREA
AREA PHASE I PHASE II
A LANDSCAPING TRAIL PARKING SHELTER RESTROOMS
B LANDSCAPING TRAIL PARKING TOT LOT
BIKE AND PEDESTRIAN OVERCROSS
BIKE AND PEDESTRIAN TRAIL
B
NEIGHBORHOOD PARK FACILITY
PARKING 25 CARS + RESTROOMS
BROADWAY

TRAILS AND BIKEPATHS

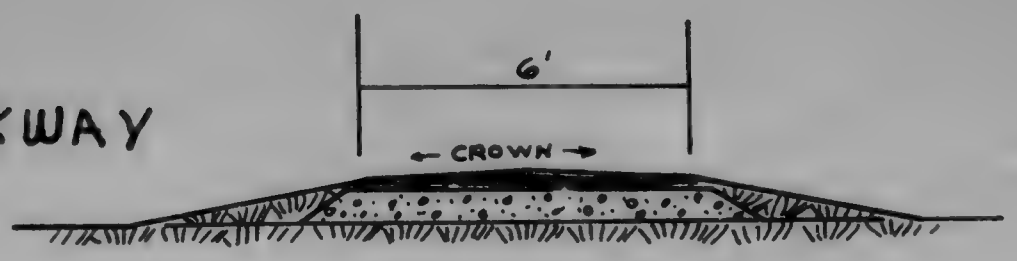
In an additional attempt to relate the freeway to the human scale, a well-defined trail and bikepath system is proposed. Proper development of this system will provide the Salem area with an unparalleled opportunity to complement the use of the automobile by adding the pedestrian and bicycle modes of travel to link its neighborhoods, schools and parks. The trail system will enable an open space setting with a minimum of conflicts with automobile traffic and hazardous street crossings.

The need for a well-defined trail system in the Salem area was first identified in 1967 in the Parks, Open Spaces and Outdoor Recreation Report. This report identified a need in the community for approximately 50 miles of right-of-way for development of hiking and bicycling trails. It was proposed that much of the trail system would serve to link many of the existing and future parklands and open space of the Salem community.

The trail system recommended in this report will consist of approximately seven miles of trail, extending the entire length of the Linear Parkway - in some cases employing joint use of the freeway right-of-way. It is recommended that the Oregon State Highway Division construct the entire trail system as shown on Maps Numbered 2, 3, and 4 of this report. The Linear Park trail system and its extensions should be constructed of a sufficiently durable material and of adequate width to permit access by emergency and maintenance vehicles. (page 19)

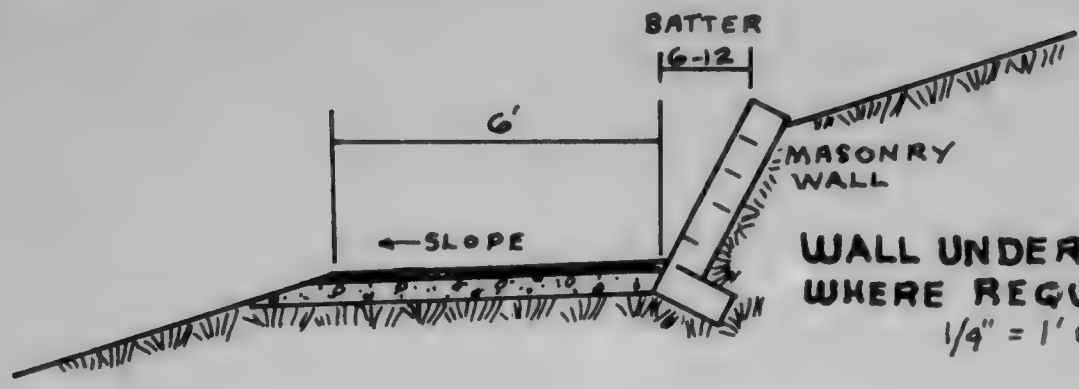
TYPICAL TRAIL CROSS SECTIONS

I 305 LINEAR PARKWAY

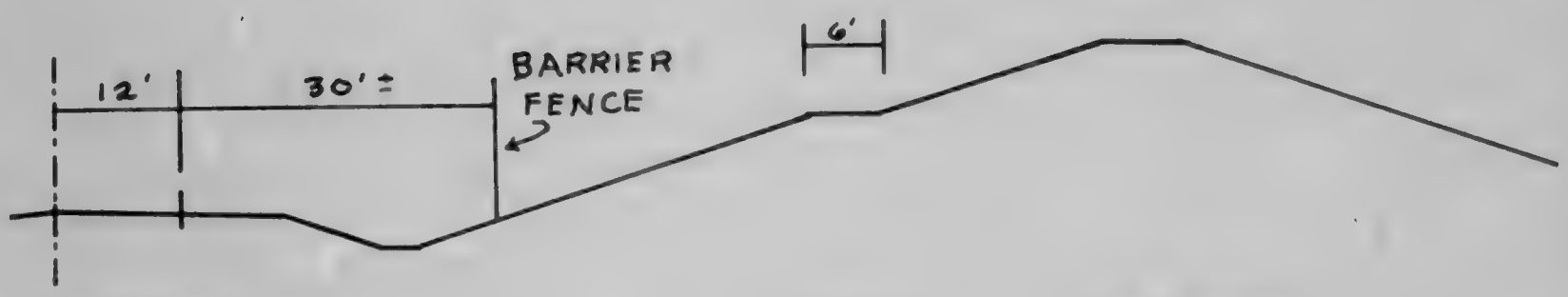


TRAIL ON BOTTOM
1/4" = 1' 0"

1½" BIT. ASPHALT PAVING
ON 6" BASE



WALL UNDER OVERPASS
WHERE REQUIRED
1/4" = 1' 0"



FREEWAY TRAIL TOP BERM

FENCE & TRAIL ON BERM OR CUT SLOPES
1" = 20'

Regarding the usage of the Trail System itself, it has been recommended by the Regional Parks Agency and the I-305 Citizens' Advisory Committee that the trails be restricted to use by pedestrian and bicycle traffic only and prohibiting the use of horses or motorized vehicles except in specially designated areas. In addition, it is recommended that the Oregon State Highway Division provide a lighting system with the trails in order to provide for more intensive use of the trail system. It is hoped that through proper development of this trail system, many additional trails will be constructed throughout the Salem community and that each addition will strengthen the citizen support of this concept.

THE LINEAR PARK ELEMENTS

Described here are the specific elements of the Linear Park which are proposed for acquisition by the Oregon State Highway Division. Refer to the numbered elements identified on the Linear Park Plan for specific size and location.

1. Chemawa Interchange (excluding southwest quadrant)

   Acreage: 28

   These four parcels will provide continuity and an initial scenic frame for the new entranceway to Oregon's Capital city. Dense plantings are suggested here for both sides of the freeway. (see illustration, page 12)

2. Festival Park (southwest quadrant - Chemawa Interchange)

   Acreage: 15.3

   This parcel, presently part of the Chemawa Indian School, is located on the 45th parallel. It is hoped that acquisition of this parcel will eventually lead to the development of an information and Indian cultural center at this site. An additional potential exists for joint use of this parcel for varied types of seasonal or temporary festivals. The trail system which will begin at this site would prove valuable to many activities which would desire to take advantage of its use. (see illustration, page 12)

3. Labish Point

   Acreage: 2.2

   The City of Salem's welcome sign is presently located at this

site. The location of this parcel between the I-5 and the I-305 freeways makes it quite valuable as a scenic element of the Linear Park. As shown on the Linear Park Plan, the trail connecting Festival Park and Oxbow Park will incorporate this parcel into the overall Linear Park system. (see illustration, page 12)

4. Oxbow Park (east side)

Acreage: 16.5

Oxbow Park possesses characteristics quite unique from any other elements of the Linear Park. Because of the physical isolation which will be created by the freeway and the berm and a natural 35 foot high ridge, Oxbow Park also has a valuable scenic relationship to the freeway. It should become one of the focal points of attention for traffic emerging from the depressed section north of Keizer Road. For these reasons it is hoped that this parcel can be acquired as part of the Linear Park in order to preserve its scenic value.

5. Ridge Drive Element (west side)

Acreage: 2.9

Acquisition of this element is needed to maintain the continuity and scenic value of the Linear Park.

6. North Oxbow Park

Acreage: 5.8

Acquisition of this element is desired for the future development of a Linear Park connecting Kennedy and Whiteaker Schools and adjacent residential neighborhoods to the I-305 Linear Park. This element is also desired to accommodate a 40 foot rise in grade of the trail.

JR. HIGH SCHOOL SITE

17TH AV

WLARK DR. NE

25

35

36

KINGLET DR.

17TH CT

CHEMAWA ROAD NE

McLEOD LANE NE

6101

ST. CROIX WAY NE

OREGON ELECTRIC R.R. r/w

PEPPER LANE NE

6102

RADIANT DR. NE

6103

OVERPASS

CHEMAWA ROAD NE

SALEM-PORTLAND FREEWAY

PA

CHEMAWA INDIAN SCHOOL ROAD

SOUTHERN PACIFIC R.R. r/w

5

5
7
KEIZER ROAD NE
MAY ST NE
DIXON ST NE
DEARBORN AV NE
WESSNER AV NE
CHELAN ST
NORTHVIEW DR
GOBERT AV NE
MCREN AV NE
19th PL
18th
EAST KEIZER ELE. SCHOOL SITE
PARK
SALEM-PORTLAND FREEWAY PACIFIC HIGHWA
INDIAN SCHOOL
BLOSSOM DR NE
OREGON ELECTRIC R.R. CO.
CHEMAWA
SECTION
I-305 LINEAR PARK
LEGEND
I-305 FREEWAY
PROPOSED LINEAR PARK
SPECIAL LANDSCAPING
TRAILS AND BIKEWAYS
PREPARED BY MWVCOG
SCALE: 1" = 600'
NORTH
INDEX TO MAPS
MAP NO.
2

7. West Oxbow Park

Acreage: 16.6

This element will provide an adequate amount of open space to accommodate both the trail system and the proposed 16 foot berm. Linear Park access through this area is desirable because of proximity to the freeway and the area is not suitable for residential developments. The addition of this element to the Linear Park will allow more freedom in trail location and neighborhood park development.

8. Claggett Creek Park (west side)

Acreage: 9.3

Acquisition of this element would greatly influence further development of the Claggett Creek Park. This element will not only provide a needed addition to the Linear Park itself, but it will also provide a strong community relationship to other neighborhoods by way of the Claggett Creek "loop trail" system.

9. Claggett Creek Park (east side)

Acreage: 4.2

This element will not only complement the west side element of the Linear Park, it will also have a valuable scenic relationship to both the freeway and the Linear Park. Because it will become a focal point for northbound traffic on I-305, a heavy landscaping program is desired. A pedestrian and bicycle undercrossing is also desired to connect this element to the Linear Park and insure future extension of the trail system.

TROY ST. NE
BROOKS
LEO ST.
NOON AV NE
GARY
ARNOLD
LEO ST. NE
BATTING ST NE
SIEBERG ST NE
BEEBE ST NE
ALDER
CO NE
DR. NE
AWES
THORMAN
BRANDON
AV NE
LOWELL
ST NE
HARCOURT
12th AV. NE
13th AV. NE
BAILEY
ROAD
CLOVERLEE LA
RICKMAN
RD. NE
HERBER ST
WAITMAN ST
CLAGGETT CREEK
PHILIP ST. NE
Verda Ct
WILLESSNER
PARK
DIXON ST.
MAY
KEIZER
GOBERT
AV. NE
ROAD
18th AV. NE
CHELAN ST
DEARBORN AV NE
NOREN
EAST KEIZER ELE. SCHOOL SITE
19th. PL
18th
CONTRARYEW DR
19th. PL
OREGON ELECTRIC R.R. r/w
ROUNDE GROVE RD
22 ND AVE. N.E.
SOUTHERN
PACIFIC R.R.
SALEM-PORTLAND FREEWAY PACI
231

BROOKS
NE
BEEBE ST. NE
ALDER
DR. NE
AV. NE
PLEASANT VIEW
DR
CLEARVIEW AV. NE
ST. NE
SHADY LA. NE
10
CANDLEWOOD DR. NE
11
HYACINTH ST. NE
CLAGGETT CREEK
SECTION
I-305 LINEAR PARK
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10. Pleasant View Drive - Wayside Terrace Element

Acreage: 1.9

This element of the Linear Park will help preserve the continuity and scenic values of the Linear Park and serve as a buffer between the freeway and adjacent residences. At least one parking area should also be constructed at this site.

11. Holgate - Brooks Element

Acreage: 14

A heavy landscaping program should be carried out at this site as this element will be another focal point for freeway traffic.

12. Wayside Park

Acreage: 7.9

The potential for development of a community park at this site as well as preservation of open space make this element desirable as part of the Linear Park.

13. Shangri La - Plymouth Element

Acreage: .66

These parcels are needed to create a buffer between the interchange and the residential uses on Shangri La and Plymouth Drive. Acquisition of additional land to meet the need for a parking area to serve Mill Pond Park is also recommended at this site.

14. Mill Pond Park

Acreage: 12.9

As previously mentioned, this point will serve as one of the key focal points of the Linear Park system. The pond itself will serve to enhance the recreational value of the Linear Park system.

Additional expansion of the trail system by way of the pedestrian overpass will also serve to link many additional citizens to this valuable Linear Park System. (see illustration, page 17)

15. Maple Avenue Element

Acreage: 6.0

In addition to providing access to the Linear Park for the Oregon State Deaf School, access would also be provided for the north city area to the Linear Park. This region of the City is already lacking neighborhood parks and critically needs access to the Linear Park facilities to alleviate this situation.

16. Commercial - Liberty Element

Acreage: 9.6

These parcels are again desired to maintain the continuity and scenic relationships of the Linear Park. The parcels on the west side of the freeway will be used for extension of the Linear Park to the Willamette River and eventually across the Willamette River to points west.

14
13
SHANGRI-LA AV NE
PLYMOUTH DR NE
APPLEBLOSSOM AV NE
WEEKS DR NE
POTTS DR NE
CANDLEWOOD DR NE
CADE AV NE
BEVER DR NE
SHADY LA NE
RING ST NE
HILBERT
CLEARVIEW AV NE
ALDER DR NE
BROOKS
ST NE
AV NE
BERT ST NE
ARLETA AV NE
CHERRY
RIVER ROAD N
GARLAND WAY
APPLEBLOSSOM AV N
WEEKS DR N
DEL MAR DR N
STARK ST N
JACK ST N
MAYFIELD PL
WILLAMETTE DR N
WILSHIRE DR N
APPLEBLOSSOM AVE N
GARDENIA DR N
4th AVE
MILLSHIRE DR N
HOLLYHOCK PL
HARRY RD N
5th AVE
HORNET CT
PARK
HONEYSUCKLE ST N
DENNIS LA N
DENNIS
RIVER CREST DR
SUNSET AV N
SUNSET AVE N
LARRY AVE N
LARRY
AV N

STARK ST. N
DELMAR DR. N
CITY SEWAGE PLANT
CITY PARK
RIVER RD. N
PLAZA DEL REY
6TH AVE NE
14
MORRISON ST. ST. NE
RIVIERA DR. NE
ISLAND VIEW DR.
DREAMERS LA
LIBERTY ST.
BLILER
BLILER AV. NE
TRYON AV. NE
16
OREGON DEAF SCHOOL
OREGON ELECTRIC R.R. r/w
JOHNSON
DONALD ST. NE
JOHN SON ST. NE
LOCUST ST. NE
HICKORY ST. NE
PINE ST. NE
GROVE ST. NE
COLUMBIA NE
A ST
BROADWAY
5TH
CHURCH
SPRUCE ST.
HIGHLAND AV.
HIGHLAND ELE. SCHOOL
MILL POND SECTION
I-305 LINEAR PARK
LEGEND
I-305 FREEWAY
PROPOSED LINEAR PARK
SPECIAL LANDSCAPING
TRAILS AND BIKEWAYS
PREPARED BY MWVCOG
SCALE: 1" = 600'
NORTH
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4

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

9-305

August 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project I-305-5(2)
Chemawa Rd.-Hickory St. Sec.
Salem Freeway

NOTED
R. L. PORTER

Dear Sir:

We request your concurrence in the public auction of four homes in the Salem area on August 19, 1971. These homes are all on the above-listed project. If we are unable to sell the houses, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

All of these homes are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

D. H. Moehring
Right of Way Engineer

DHM:ph

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

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AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
JUL 26 1971
FOR FILING

Court
Added
Interest

To:

SP

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1971

SUBJECT:

Mr. Rod Henry
Right of Way Supervisor

REGION II

Files 45974 & 45975
Chemawa Road-Hickory St. Sec.
Salem Freeway
Marion County

We are cancelling this proposed acquisition of the Farley and Woods properties in the vicinity of Chemawa School. The owners would not sell or were asking an exorbitant price.

File No.	Name	Area
45974	Farley, Percy LeRoy, et ux	9.82 acres
45975	Woods, Cletus L., et ux	4.82 acres

F. B. Klaboe

EARL F. SALING
Right of Way Office Manager

EFS:nn
cc: F. B. Klaboe
J. B. Boyd
Floyd Scott
Milner Mead
Frank Lowe
Title
Armand Riveness

RECEIVED
JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1971
FOR FILE

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

...com ... Marion County Courthouse, Salem, Oregon 97301 ★ Telephone AC 503/581-1574
W. J. KVARSTEN, Director

July 23, 1971

RECEIVED
JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Al Ouchi
Superintendent
Chemawa Indian School
Chemawa, Oregon 97306

Dear Mr. Ouchi:

The opportunity has arisen to develop a major park, trail system and cultural-recreation facility in the Salem, Oregon, area. The entire proposal stretches for over three miles with over seven miles of trails, all within the urban area of Salem. I am writing because with your help and the assistance of the students, friends and alumni of Chemawa School, we may be able to plan, design and build one of the most significant and unique features of the entire project near Chemawa School. But to do a proper job of designing the park and related facilities--to make sure that what eventually gets built is what best fits the needs and desires of all parties concerned--the help of the Chemawa School students and others associated with the school would be most desirable.

Accompanying this letter is a copy of the report entitled, "Parks, Trails, Bikepaths and the I-305 Freeway." The report depicts the ideas and proposals that we here have come up with with respect to the park so far. In the case of the portion of the park near the Chemawa School, we frankly need more ideas and real solid assistance to do the best job. What is shown in the report is there to get people thinking as to what is possible. What results from our working together on a joint design effort may be quite different and more appropriate than is tentatively shown in the linear park plan.

I have discussed this joint planning effort with members of our I-305 Citizens' Advisory Committee as well as with other governmental officials at the state, county and city levels. Consequently, staff and citizens' advisory committee people will make themselves available to meet with whoever you might suggest.

I am looking forward to your response and would appreciate whatever

you may be able to do to pass the word about the opportunity we have before us.

Yours very truly,

W. J. Kvarsten, Director

RDM/jf

Enclosure

cc: Dr. Carl Holm
L. B. Day
George Price
Fred Klaboe✓
Ellen Lowe

(4141

RECEIVED
JUL 19 1971
FORM E-30

FILING

Const
Fed Aid
Interest

I-305

Chemawa
Hickory

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 16, 1971

SUBJECT:

To: MEMO TO THE FILES

I advised Mr. Simpson on July 15 that we would option the Farley (File No. 45974) property adjacent to the Chemawa Indian School for possible trade to the Indian School for the property we need from them for I-305.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. E. Simpson
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. H. Moehring

4441

RECEIVED
JUL 16 1971

STATE OF OREGON

ROUTE SLIP

~~FOR FILING~~

Date 7/14/71

TO: Rod Porter - Highways

FROM: Kess

CHECK

- ___ Approval
- ___ Necessary Action
- ___ Prepare Reply
- ___ For My Signature
- ___ Your Signature
- ___ Comment
- ___ Initial and Return
- ___ Investigate
- ___ Confer
- ___ Per Telephone Conversation
- ___ For Your Information
- ___ As Requested
- ___ Note and File
- ___ Return With More Details

COMMENTS:

This is the property that we could make available to Chemawa. I've discussed this with Bureau of Indian Affairs - we'll have some type of response next week. I've urged that they start the move across the tracks at the present site however, taking the property available.

81-125 REV.

DFN-3 P-10

400 Ac.

300 Crop Land

100 Timbered

17 Mi. from Salem

Graveled Road devides

Willamette River

St. Paul

Salem 17 Mi.

Woodburn 6 Mi.

Open

Open Timber Open Timber

9/4/91

RECEIVED
JUN 21 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FILING

Memorandum

Court
2d Aid
Interstate

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
I-305 Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 16, 1971

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street
File 44561-Hessman

Mr. Oakes' June 15 letter requests Federal participation in the cost of securing a third appraisal in an effort to reconcile a difference in the original appraisals. Federal funds will participate in the cost of securing the third appraisal.

cc:
J R Oakes
M R Mitchell
M M Mead

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUN 16 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

File 44561-Hessman
Chemawa Rd-Hickory Street
Salem Freeway
Marion County

Project I-305-5(2)260

Dear Mr. Simpson:

Subject file involves a residence having better than average materials and extra features but unfortunately located in an area of lesser homes.

We have two appraisals, one by Jess M. Parker at $30,500, the other by Carl E. Smith at $37,500. Our review is at $30,500 and we find it impossible to reconcile the difference.

By discussion between the District Supervisor and the Appraisal Supervisor, it was determined that a third appraisal should be secured. We hereby request your concurrence and approval for participation in the costs of said third appraisal.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

John R. Oakes

NOTED
TOM EDWARDS

John R. Oakes
Assistant Right of Way Engineer

JRO-MMM:MH

cc: T. Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
JUL
OFFICE OF
STATE HIGHWAY ENGINEER

9491

RECEIVED
JUN 21 1971

Form FHWA-321 (12-67)
UNITED STATES GOVERNMENT

Memorandum

FOR FILE

Grant
Fed Aid
Int

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

I-305

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 16, 1971

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road-Hickory Street
Clearance of Residential Units
Mr. Oakes' June 9 letter

You are authorized to proceed with clearance of the residential unit on File 44583 by public auction sale on June 21.

Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (Oakes)
OSHD (Haskin)
OSHD (JJSmith)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUN 10 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
R. L. PORTER

Const
Fed Aid
Interstate
I-305 - 5(2)

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project:
I-305-5(2) Chemawa Road-Hickory St. Section
Salem Freeway

Dear Sir:

We request your concurrence in the public auction of a home located at 436 Biller Avenue, N. E., Salem, on June 21, 1971. It is on the above-listed project.

This sale and clearance of this building will be in accordance with the State's demolition plan.

The home is presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

RECEIVED
STATE OF
WAY ENGINEER

9411

RECEIVED
JUN 16 1971

L.

FORM E-30 (4-70)

SP*52503-734

Carl
Fyffett
Lloyd

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

June 11, 1971

SUBJECT: Salem Area Transportation Study
Verda Lane - Claxter Road

To: R. E. Royer
Planning Engineer
OFFICE

1305

4111

At the June 11 Technical Advisory Committee meeting for the Salem Area Transportation Study, the Project Engineer was directed to review the matter of connecting Verda Lane with Hyacinth Street. Both public hearings held on I-305 indicated that Claxter Road would be kept open rather than Verda Lane.

Marion County has received a petition requesting that Claxter Road be kept open; a group of citizens residing on Verda Lane were the signatories. Various governmental agencies involved have also received a letter from Mr. Carl Larson concerning this matter. Mr. Larson was also the first name appearing on the petition. In addition, the City of Salem and Marion County have received a letter from the Chief of the Keizer Fire Department asking that Claxter Road be retained as a through street.

Will you please have the Project Engineer review this matter and prepare a report for the next regular meeting of the Technical Advisory Committee in July. The above mentioned documents are attached and should be made a part of the final report.

L. E. George
Operations Engineer

LEG:njc
Attachments

cc: F. B. Klaboe

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1971
FOR FILING

Cont
Jul Hall
Litch

CITY OF SALEM, OREGON

TELEPHONE (503) 581-5123 • ZIP CODE 97301

DEPARTMENT OF UTILITIES
P.O. Box 2267

Routing June 8, 1971

Morgan
Dicker
Ford
Boehme
Johnson

RECEIVED
JUN 9 1971
CONSTRUCTION DIVISION

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Litchfield:

We are in receipt of a copy of your letter to Stevens, Thompson, and Runyan regarding our proposed 42-inch water transmission line on Claxter Road. We are particularly concerned about your statement that the highway design is preliminary and subject to change.

At the time of the design hearing on I-305, the requirement for this water transmission line was formally brought to the attention of the Highway Division and we were assured that this requirement would be taken into consideration. We are now anticipating spending a good many thousand dollars in accommodating a proposed highway not yet built, and for which right of way has not yet been obtained. Contract for the water line will be let in the next couple of months and at that time orders will be placed for the special fittings and appurtenances necessary to make the deep crossing under the proposed freeway.

We request that efforts be made immediately to firm the design of the freeway in this location so that we may proceed with a pipeline design that will not interfere with the proposed highway.

Very truly yours,

DEPARTMENT OF UTILITIES

John L. Geren

JOHN L. GEREN
DIRECTOR

JLG/ld

cc: Stevens, Thompson, and Runyan
R. S. Moore, City Manager

cc: F.B. Klobe
Frank Hall

RECEIVED
JUN [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON'S SALEM CAPITAL

RECEIVED
JUN 2-1971
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

Const
Fld Util
Letter
1-305

June 3, 1971

Stevens, Thompson and Runyan, Inc.
P. O. Box 02201
Portland, Oregon 97202

ATTENTION: Mr. Boyd Davison

Re: Proposed City of Salem 42-inch Water Line
Claxter Road
Chemawa Road-Hickory Street Section
Salem Freeway (I-305)
Marion County

Gentlemen:

Reference is made to your letter of May 25, 1971 which transmitted your re-design of the City of Salem's proposed 42-inch water transmission pipe line on Claxter Road at the proposed crossing of the Salem freeway.

The plan has been reviewed by our Urban Design Section and it was determined that your revised design will allow the proposed construction of the Salem freeway at Claxter Road. The present plans for the Salem freeway are preliminary and subject to change; therefore, you are advised to contact this office prior to construction for current design data.

If further information or assistance is desired, please contact this office.

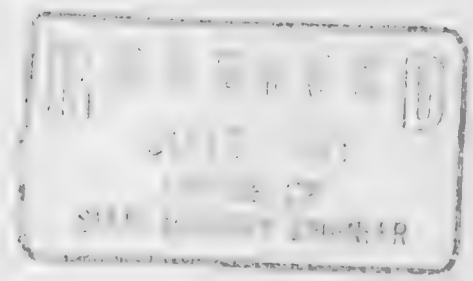
Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: City of Salem
Attention: Mr. Joel Wessleman

F. B. Klaboe
F. L. Hall
R. D. Asburry
R. M. Harris w/copy of plan
F. W. Sugnet



9491

FORM [illegible]
(Rev. 6-68)

JUN 16 1971

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORY STREET SECTION

~~FOR FILING~~

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

6-2-71

PROGRAM NO.

ITEM NO.
I-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
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TO:
Fed Aid
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I-305

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klahanie
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Marbourg

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JUNE 3, 1971	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM SPUR

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF EIGHT OF THE ELEVEN PARCLES ON FILE NUMBER 46140 - HARVEY MACHINE COMPANY, AS REQUESTED IN MR. YOUNG'S MAY 25, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) RELOCATION PAYMENTS.

8 OF 11 PARCELS - FILE 46140 -

- [X] ACQUISITION OF RIGHT-OF-WAY HARVEY MACHINE COMPANY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THIS AUTHORIZATION DOES NOT INCLUDE FEDERAL PARTICIPATION IN THE ACQUISITION OF PARCELS NUMBER 7, 8 AND 9 OF THE SUBJECT FILE.

Young 6-2-71

RECEIVED
JUN 7 1971
DIRECTOR OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JUNE 2, 1971	[signature]	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 26 1971
FOR FILING

Court
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4p

May 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Project No. I-305-5(2)260
Chemawa Rd.-Hickory St. (Salem)
Section
(File 46140-Harvey Machine Co.)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed property, as outlined in red, on the enclosed copy of right-of-way map 98-7-13. The property is included in the right-of-way as programed on the subject project, however, outside your authorization of August 12, 1970, for entire takings.

We are enclosing a copy of Mr. Oakes' memo of May 20, 1971, which sets forth the estimated cost of the property required for right-of-way and the parcels to be acquired for the city of Salem. The relocation plan for this project was approved by your letter of August 12, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb
Enc.

cc: J. R. Oakes
R. N. Chase
M. Mitchell

94491

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 1, 1971

In reply refer to: 08-35.7

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street
Clearance of Residential Units
(Refer to Mr. John R. Oakes' letter of May 21)

You are authorized to proceed with the clearance of the residential unit covering File 44581 by public auction sale on June 3. Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (J R Oakes)
OSHD (W H Haskin)
OSHD (J J Smith)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

May 18, 1971

Steven, Thompson and Runyan, Inc.
P. O. Box 02201
Portland, Oregon 97202

ATTENTION: Mr. Boyd Davison

RE: Proposed City of Salem 42-inch
Water Line
Claxter Road
Chemawa Road-Hickory Street Section
Salem Freeway (I-305)
Marion County

Gentlemen:

Reference is made to your letter regarding the City of Salem's proposed 42-inch water transmission pipe line on Claxter Road.

Attached hereto you will find one copy each of a plan and profile for the proposed undercrossing of Claxter Road by the Salem Freeway (I-305). These are being submitted for your use in planning the installation of the 42-inch water main so as to eliminate any conflict with the construction of the proposed highway project.

The agreement between the State and the City for the construction of the Chemawa Road-Hickory Street Section of the Salem Freeway, dated March 30, 1971, provides for the relocation of existing facilities in conflict with the proposed highway project. There are no provisions covering the installation of new City-owned utilities within the limits of the proposed highway project. The State, therefore, has no obligation to pay for any increased costs incurred to accommodate the construction of the proposed highway project.

The agreement between the State and Marion County, dated September 30, 1970, provides that the County shall obtain the State's concurrence and/or approval of any new utility installation within the rights of way of the project. Therefore, any application to Marion County for a permit to construct the proposed 42-inch water main in Claxter Road will require the concurrence of the State of Oregon.

If further information or assistance is required, please contact this office.

JMC:fw
cc: City of Salem
Attn: Mr. Joel Wessleman

bc: F. B. Klaboe
F. L. Hall
R. D. Asburry
R. M. Harris
F. W. Sugnet

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
APR 27 1971

FOR FILING
Cont
Eyd Act
Interest

I-305

Chemawa
Hickory

4096

April 26, 1971

Mr. Boyd Davison
Stevens, Thompson & Runyan, Inc.
Post Office Box 02201
Portland, Oregon 97202

Dear Mr. Davison:

Re: Proposed Claxter Road Pipeline, Chemawa Road-Hickory Street Section, Salem Freeway (I-305), Marion County

Reference is made to plans for a proposed City of Salem 42-inch water line on Claxter Road. A cross section of our proposed facility has been prepared for T. W. Litchfield, Railroad and Utilities Engineer, who will be in contact with you. It appears that it may be possible to make arrangements with the Federal Highway Administration to participate in the ultimate construction.

You should expect to hear from Mr. Litchfield in the very near future.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
T. W. Litchfield - Enc.
R. D. Asburry - Enc.

ADO:jp srb

Stevens, Thompson & Runyan, Inc.

Engineers / Planners

5505 S.E. MILWAUKIE AVE. • BOX 02201 • PORTLAND, ORE. 97202 • TELEPHONE (503) 234-0721

1920

Portland
Seattle
Boise
Anchorage

P-794.012

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you for your discussion yesterday of the problems involved in planning the City of Salem's proposed 42-inch water transmission pipeline on Claxter Road to allow for the future construction of Interstate I-305.

We will do our best to design the pipeline to meet your construction requirements. If you find that funds are currently available for compensating the Owner for the increased costs, a design based on final excavated depth can be provided at the outset. In any case, we will be guided by your suggestions on the preliminary construction drawings left with you and Mr. Olson.

We appreciate your assistance in resolving this situation.

Very truly yours,

STEVENS, THOMPSON & RUNYAN, INC.

Boyd Davison

Boyd Davison

BD:ss
cc - Joel Wesselman

REFERRED TO
Hall

Hall
A. Olson
Wills
Heckleman
Carstenson
Keyes
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APR 19 1971
DESIGN SECTION

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R. Olson
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APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1971

UNITED STATES GOVERNMENT

FOR[illegible]ING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 17, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(1)260
Chemawa Road to Hickory Street Section (Salem Spur)
Consultant Agreement with Cornell, Howland, Hayes and Merryfield

Klaboe

As requested in Mr. Klaboe's May 11 letter an extension in the contract time for the subject consultant agreement is hereby granted extending the completion date for that agreement to June 1, 1971. It is understood that no additional funds will be required.

5-21-71
FORWARDED TO
Young Ryan

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9491

5-17-71

RECEIVED
MAY 21 1971

FORM FPR-1240
(Rev. 6-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD TO HICKORY STREET SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

5-21-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	MAY 17, 1971	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: SALEM SPUR

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 46143 - SHOEMAKER, AS REQUESTED IN MR. YOUNG'S MAY 10, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) RELOCATION PAYMENTS.
- [X] PARCEL 46143 - SHOEMAKER ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-17-71	for G. H. Gibbs	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY 19 1971
FOR FILING

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, Oregon 97301

Replacement Properties
Chemawa Indian School

Dear Mr. Simpson:

Contacts have been made with Mr. and Mrs. Farley and Mr. and Mrs. Woods concerning their selling their properties to the State.

The Farley property [File 45974] has been appraised at $22,500. Mr. and Mrs. Farley have indicated that the property is for sale for $40,000.

Mr. and Mrs. Woods [File 45975] do not want to sell their property [appraisal - $35,500] and will not, in fact, even put a figure on it "no matter how fantastic it might be".

The right-of-way agent negotiating these files made a valiant effort to get a figure from the Woods but was unable to do so. It appears that the Woods property cannot be bought for anything close to the appraised value.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
MAY 19 1971
OFFICE OF
DIVISION ENGINEER

4491

RECEIVED
MAY 14 1971
FORM E-30-X (12-67)
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 12, 1971

To: MEMO TO FILE

SUBJECT: Files 45974 and 45975
Chemawa Rd. - Hickory Street
Section
Salem Freeway
Marion County

On Monday, May 10, Mr. Virgil Wilson reported to me that on File 45974 - Farley, the reviewed amount was $22,500 and this had been offered to Mr. Farley. Mr. Farley had indicated a willingness to sell but believed the price was too low, saying he expected something in the neighborhood of $40,000.

Mr. Wilson had contacted the Woods, File 45975, for the second time after being informed that they would like to consider our offer of $33,500 over the weekend. On Monday they said they had decided they did not want to sell.

At my request, Mr. Wilson again contacted the Woods today, May 12, and asked them to set a price on their property. Mrs. Woods refused to do this because she feared that any price they put on the property would be accepted and they did not want to sell.

On Mr. Moehring's instructions I have now contacted Mr. Klaboe, Mr. Simpson and Mr. Kuhn and have given them this information verbally.

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc Tom Edwards
F. B. Klaboe
R. E. Simpson
Jim Kuhn

RECEIVED
MAY 1 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

9441

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: May 6, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street
Appraisal - File No. 44589, Austin

Because of the wide difference of opinion between the appraiser and review appraiser concerning the value of the surplus land involved in this taking it is deemed advisable to secure a second appraisal of the property. Please have your Appraisal Unit order one.

cc:
OSHD (M.M.Mead)
OSHD (D.H.Moehring)
Quesnel

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 28, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street
Clearance of Residential Units
(Refer to Mr. John R. Oakes letter of April 9)

You are authorized to proceed with the clearance of residential units covering Files 44570 and 44571 by public auction sale. Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe, and sanitary replacement housing which is available for immediate occupancy.

cc:
OSHD (J R Oakes)
OSHD (W H Haskin)
OSHD (J J Smith)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project
I-305-5(2) Chemawa Rd.-
Hickory Street
Salem Freeway

Dear Sir:

We request your concurrence in the public auction of two homes in the Salem area on April 29, 1971. These homes are both on the above-listed project.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

All of these homes are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

NOTED
R. L. PORTER

RECEIVED
APR 30 1971
FOR FILING
Carl A. Larson
Ltr re Verda Ln.
Interstate 305
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 23, 1971

Mr. Carl A. Larson
4145 Verda Lane, N.E.
Salem, Oregon 97303

Dear Mr. Larson:

Thank you for advising me of the Verda Lane problem in connection with the proposed Interstate 305 spur into Salem.

May I suggest that you discuss this matter with Marion County and with the City of Salem. As far as the State Highway Commission is concerned, either idea is acceptable, but they must go along with the wishes and desires of local planning interests in developing a freeway design.

I appreciate your taking the time to write to me and I am sure that the plan which is acceptable to Marion County and to the City of Salem can be approved by the State Highway Commission.

Sincerely,

Governor

TM:mc

bcc: Highway Division

RECEIVED
APR 23
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
APR 27 1971

Cover
Legal
Interest

9.30s

Chemawa - Hickory

411

April 26, 1971

Mr. Carl A. Larson
4145 Verda Lane, N. E.
Salem, Oregon 97303

Dear Mr. Larson:

Re: Chemawa Road-Hickory Street Section, Salem Freeway (I-305), Marion County

Reference is made to a petition dated April 15 signed by you and others in regard to the proposed Verda Lane extension over the proposed Interstate 305 spur into Salem.

This routing of local traffic as opposed to the continued use of Claxter Road is as recommended by the local governmental jurisdictions and is indicated in the Salem Area Transportation Study as a logical and necessary local arterial in the development of the overall Salem area.

In this matter, we defer to the local agencies to determine what will best serve their needs. Thank you for taking the time to write us.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall

ADO:jp srb

Residents Don't Want Verda To Be Link in I-305 Salem Spur

By RON BLANKENBAKER
Staff Writer, The Statesman

Verda Lane NE in Keizer is a deadend street. Its residents want to keep it that way.

But plans for the Interstate 305 spur into North Salem call for Verda Lane to be made a through street, complete with a bridge across the spur and Burlington Northern railway tracks, connecting it with an extension to be built off Hyacinth Street NE.

A letter signed by 20 residents of Verda Lane, representing 11 residences, has been sent to State Highway Division officials and Marion County commissioners.

Fear 'Rat Race'

The letter says extending Verda Lane will create "rat race traffic" on the street and destroy "the quiet liveability of our residential area."

The letter suggests that Claxter Road, just [illegible] the deadend portion of Verda Lane, be retained as a through street when the spur is built and estimates it [illegible] at less expense than opening up Verda Lane.

R. L. Porter, State Highway Division engineer, said Tuesday that "it makes little difference to the state which of the streets becomes a through street over the spur."

Up To Local Government

"This was a determination of local government," said Porter, adding that acquisition of property for the street extension is "still quite a few months away" and "the plans could be reversed if that is what local government wants." Construction of the spur is planned for 1976.

Marion County Commissioner Pat McCarthy said the commissioners will discuss the Verda Lane request with county road officials "in the next few days."

But Ted Kuenzi, assistant Marion County engineer, said any change in the Verda Lane-Claxter Road freeway spur plans would also involve the City of Salem because the proposed extensions of the streets all occur within the city limits on the east side of the Burlington Northern tracks.

Part of Larger Plan

Kuenzi and William Stark, city traffic engineer, noted that extension of Verda Lane to connect with Hyacinth Street has been part of the Salem Area Transportation Study (SATS) for several years.

Stark explained that the SATS plan called for bridges across the freeway spur at both Verda and Claxter Road, but federal highway officials said funds would be available for only one crossing.

Stark said Verda Lane was selected over Claxter because Claxter has a reverse curve and would be more dangerous for faster traffic.

Stark added that the connection of Hyacinth Street to Verda is needed to make Hyacinth a through street to relieve traffic flow problems when a traffic signal is installed at Hyacinth and Portland Road NE.

2 Injured in Fatal Crash Improved

Two persons injured in an accident which claimed two lives Thursday were reported improved and in good condition Tuesday by officials at Salem Memorial Hospital.

Robert S. Boucher, 16, 4038 Ward Drive NE, and Donald F. Carey, 29, 3415 Arbon St. NE, were both seriously injured in the accident. Boucher suffered a broken shoulder and multiple lacerations and Carey suffered a broken jaw, chest and arm injuries.

Boucher was a passenger with his parents, Mr. and Mrs. Frank Everett Reynolds, who were killed in the two-car crash at Lancaster and Ward drives NE.

Carey was a passenger with Daniel Michael Patzer, 26, 643 Oregon Ave. NE, who received outpatient treatment for head lacerations. Patzer was charged with driving while intoxicated, Marion County sheriff deputies said.

City Police Kept

REDSPORT (AP) — A proposal to abolish the local police department and contract with the county sheriff's office for protection has been rejected by the Redsport City Council. The move this week [illegible] at least a year in preparation had been overwhelmingly protested by residents. The council had contended it could save money and increase efficiency in providing police service.

Firm Involved in Charges Of Safety Codes Were Violated

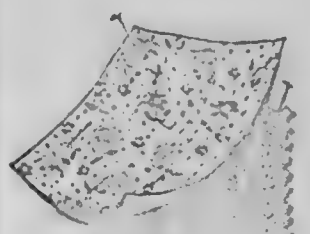
[illegible] and company [illegible] that they [illegible] ety Code [illegible] in [illegible]

sponse will be 9 a.m. Monday, April 26, in Room 201 at the Labor & Industries Building in Salem.

In a second petition, the hearing of which has been postponed, [illegible] Co. of Gold Beach will answer allegations that it violated two rules of the safety code which resulted in the death of a worker.

If found in violation of a code, the firm [illegible] maximum [illegible]

Dim
Pri
She



Reg. $1.99 yd
Cool ribbe
light summ
washable in
in a bevy c
and colors.
dresses or b

Country Classics

Reg. $1.49 yard

S
33
yd

Dacron and avril prima-press prints in neat small [illegible]. Machine washable in [illegible] widths. For b[illegible] or [illegible] in the billowing [illegible]

Machine

Carl A. Larson
4145 Verda Lane NE
Salem, Oregon 97303

Salem, Ore., April 15, 1971.

Messrs-R.L.Porter, Engr. State Highway Div'n.,
Ross Harris, Res. Engr., State Highway Div'n.,
Dave Terbell, Liaison Agt.,
Floyd Fox, Chairman, Marion County Planning Commission,
Harry Carson, Jr., Marion County Commissioner,
Henry C.Mattson, " " "
Pat McCarthy, " " "

Gentlemen:

We, who reside on Verda Lane, respectfully ask you to give careful consideration to the following.

We believe it would be to the best interests of the public in general, and particularly to us, to make Verda Lane a dead end street adjacent to the proposed Interstate 305 spur and to maintain Claxter Road as a through street.

To us it seems this would be a big saving of public funds, and will also retain the quiet liveability of our residential area, without the rat race traffic which would result if Verda Lane is made a fast thorofare.

To build Verda Lane thru with a connection to Hyacinth Street will be very expensive and a huge waste of public money.

Some one said Claxter Road had been proposed to be closed account of the curve from Hyacinth Street to Claxter Road slowed down traffic. And now please, what is wrong with slowing down traffic for this very short area?

In the name of safety and common sense, you, and we all know some drivers need to be slowed down.

So this reason for closing Claxter Road seems rather weak.

Again, gentlemen, we ask you to give this matter your careful, favorable consideration and keep Claxter Road open.

Sincerely,

Carl A. Larson 4145 Verda Lane
Ella J. Larson 4145 Verda Lane
[illegible] 4225 Verda Lane
[illegible] 4145 Verda Lane
Celma D. Beck 4145 Verda Lane

John L Porter 4175 Verda Lane
Ericka Porter 4175 Verda Lane
Marilla Vandenburgh 4255 Verda Lane
Robert Owen 4015 Verda Ln
Lary A Owen "
[illegible] Verda Lane

Harry Carson, Jr., Marion County Commissioner,
Henry C. Mattson, " " "
Pat McCarthy, " " "

Edwin
Keehan
CY Bill 4-11-91

Gentlemen:

We, who reside on Verda Lane, respectfully ask you to give careful consideration to the following.

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So this reason for closing Claxter Road seems rather weak.

Again, gentlemen, we ask you to give this matter your careful, favorable consideration and keep Claxter Road open.

Sincerely,

Clark A. Carson 4145 Verda Lane
Ella J. Carson 4145 Verda Lane
[illegible] 4205 Verda Lane
[illegible] 4145 Verda Lane
Celina B. [illegible] 4145 Verda Lane
[illegible] 4215 Verda Lane
[illegible] 4165 Verda Lane
Jo Miller
Nelda Miller 4205 Verda Lane

John L. Porter 4175 Verda Lane
Lucille Porter 4175 Verda Lane
[illegible] 4225 Verda Lane
Ralph Green 4015 Verda Ln
Sonya Green "
[illegible] 4165 Verda Ln
[illegible] 4125 Verda Lane
[illegible] 4105 Verda Lane
[illegible] 4105 Verda Lane

Salem, Oregon, April 19, 1971

The Honorable
Tom McCall,
Governor of Oregon,
State Capitol Bldg.,
Salem, Oregon.

Dear Governor McCall:

Knowing your interest in the welfare of your Oregon people, and, we are some of your people, I take the liberty of sending you the enclosed copy of our petition to the officials addressed therin, requesting that Verda Lane be made a dead end street adjacent to the proposed Interstate Spur 305, if and when said spur is built, and to retain Claxter Road as a through Street.

We, who reside in the area of Verda Lane concerned in this problem, are unanimous in our desire to maintain the livability of our beautiful residential area which is one of the best around Salem, and we strongly protest building Verda Lane thru with a connection to Hyacinth Street.

To build Verda Lane thru with a connection to Hyacinth Street, we believe would be very costly and an unjustifiable waste of public funds.

We protest strongly the proposition to take from us some of our footage, doing irreparable damage to our property.

We will greatly appreciate anything you can do to help us keep Verda Lane as it is up to the proposed Highway Spur 305 and keep Claxter Road a through Street.

Sincerely yours,

4145 Verda Lane, S.E.,
Salem, Ore., 97303

RECEIVED
APR 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Ore., April 15, 1971.

Messrs-R.L.Porter, Engr. State Highway Div'n.,
Ross Harris, Res. Engr., State Highway Div'n.,
Dave Terbell, Liaison Agent,
Floyd Fox, Xhairman, Marion County Planning Commission,
Harry Carson, Jr., Marion County Commissioner,
Henry C. Mattson, " " "
Pat McCarthy, " " "

Gentlemen:

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To build Verda Lane thru with a connection to Hyacinth Street will be very expensive and a huge waste of public money.

Some one said Claxter Road had been proposed to be closed account of the curve from Hyacinth Street to Claxter Road slowed down traffic, And now please, what is wrong with slowing down traffic for this very short area?

In the name of safety and common sense, you, and we all know some drivers need to be slowed down.

So this reason for closing Claxter Road seems rather weak.

Again, gentlemen, we ask you to give this matter your careful, favorable consideration and keep Claxter Road open.

RECEIVED
APR 21 1971
FOR FILING

Const
Fed Aid
Interstate

I-305

H052

April 20, 1971

Mr. and Mrs. Carl A. Larson
4145 Verda Lane, N.E.
Salem, Oregon 97303

Dear Mr. and Mrs. Larson:

Re: Chemawa Road-Hickory Street Section
Salem Freeway (I-305)
Marion County

Reference is made to your letter of March 25 in regard to your property at 4145 Verda Lane in Salem.

I an advised that highway right-of-way needed for the freeway along the easterly side of your property has not increased over that shown at the public hearing in March of 1970. However, local planners contemplate the construction of a lineal park on the westerly side of the freeway. We have not yet received data in regard to the park and until we do, we cannot comment on what additional area, if any, may be desired for that facility.

The taking necessary across the front of your property has not been finalized, but will be determined by the ultimate width of Verda Lane, a county road. This is now being studied, and we expect to have answers in 2-3 months.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
Frank L. Hall
R. D. Asburry D. H. Moehring

ADO:jp sr

Salem, Ore., March 25, 1971.

Mr.R.L.Porter, Engr.,
Oregon State Highway Division,
State Highway Bldg.,
Salem, Ore.

Hearing file Salem 3-5-70 Edwards

Dear Mr.Porter:

On March 7th, 1970, I wrote to the Oregon Highway Commission, in regard to the proposed I-305 Freeway Spur and asked them if possible to eliminate any encroachment on our property, or at least to hold the encroachment to a minimum.

However on information I received the other day and from what I saw on a recent map of the new spur and of the adjacent linear park, it seems no attention was made to my plea.

Instead it appears that a much larger encroachment is now planned than appeared on an earlier map that was mailed to us. Hearing Salem 7-11-68

Apparently this larger encroachment was for park purposes, and I can see no reason or justification for taking part of our home property for park purposes, and I strongly protest against it.

The area that seems to be marked off to be taken away from us will ruin our frontage.

So, Mr.Porter, will you please check this and help us maintain our frontage as much as possible.

Sincerely yours,

Carl A. Larson

for Carl A.Larson and
Ella J.Larson,
4145 Verda Lane, N.E.
Salem, Ore.
97303

RECEIVED
MAR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

4-1-71

FORM [illegible] (REV. [illegible])

RECEIVED
APR 7 - 1971
FOR [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
Chemawa Rd-Hickory St.

COUNTY NAME Section
Marion

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

PROGRAM NO.

ITEM NO.
I-603

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

TO:
Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
3-31-71

FEDERAL ROUTE NUMBER
Interstate Route 305

STATE ROUTE NUMBER
Salem Spur

LIMITS OF AUTHORITY

You are authorized to proceed with the acquisition of one parcel, file number 45806, Bleakney as requested in Mr. Young's March 24, 1971 letter. Federal participation will be limited to that right of way actually incorporated in the final location.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

File No. 45806 - Bleakney

[ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

[ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

[XX] OTHER (Specify) Relocation Payments

[XX] ACQUISITION OF RIGHT-OF-WAY

[ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered, by the State, adequate replacement housing available for immediate occupancy.

NOTED
JOE EDWARDS

NOTED
F. B. KLABOE

RECEIVED
APR [illegible]
OFFICE OF
STATE [illegible] ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-1-71	[signature]	Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

1491

RECEIVED
APR 8 - 1971

4-1-71

FORM PR-1240
REV. 8-67) ING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
Chemawa Rd to Hickory St.

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.

COUNTY NAME Section
Marion

ITEM NO.
I-603

PROGRAM STAGE (Check)
[ ] 1 [x] 2

TO:

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

4-8-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	3-31-71	Interstate Route 305
		STATE ROUTE NUMBER: Salem Spur

LIMITS OF AUTHORITY

You are authorized to prepare appraisals and appraisal reviews on the Woods property and the Farley property as depicted on the ma furnished with Mr. Porters March 23, 1971 letter. You are also authorized to secure an option on the properties through negotiations and to provide relocation assistance.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) Relocation payments
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Appraisals are to be prepared in accordance with the State's approved policies and proceedures covering appraisals and the requirement of PPM 80-3.

Authority to acquire and finalize the acquisition is withheld pending FHWA review and approval.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
APR
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-1-71		Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

FILED
MAR 3 - 1971
FOR FILING

4j

3-30-71

Cont
Fulfilled
Incl

April 1, 1971

City of Salem
City Hall
Salem, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 40279

Attention: Betty J. Marsh
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Chemawa Road-Hickory Street Section of the Salem Freeway (I-305).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
MAR 2 3 1971
FOR FILING

Const
Fd Aid
St Const

I-305

Chemawa Hickory

March 22, 1971

Oregon State Highway Commission

Gentlemen:

The City of Salem has, by Resolution 71-59, entered into and signed a throughway agreement concerning construction of the Chemawa Road-Hickory Street Section of the Salem Freeway (I-305). A companion agreement with Marion County received your approval at the September 30, 1970 meeting.

This agreement provides for construction and maintenance of the project by the State and is intended to cover all right-of-way acquisition, grading, drainage, base, paving, signing, and separation structures. The City concurs with the State's recommendations for closure of certain streets and agrees to cooperate in the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Certain city streets are to be constructed or reconstructed and, upon completion, relinquished to the City for their jurisdiction. The City, at their own expense, is to construct extensions of Verda Lane and Wayside Terrace, and improve Cherry Avenue to accommodate four lanes of traffic from an interchange southerly to Pine Street.

A preliminary estimate of cost for this project has been set at approximately $22,000,000. Construction has not yet been scheduled.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. This matter will be presented for your consideration at the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
V. D. Wolfe
D. H. Moehring
L. H. Young
Frank Hall
F. D. Morgan
H. S. Cox
R. D. Asburry

MCH:ljt sr

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

MAR 26 1971

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 23, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street
Clearance of Residential Units
(Mr. J. R. Oakes' March 15 letter)

You are authorized to proceed with clearance of residential units covering Files 44560, 44599 and 44600 by public auction sale No. 19. Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe and sanitary housing which is available for immediate occupancy.

cc:
OSHD (J R Oakes)
OSHD (W H Haskin)
OSHD (J J Smith)

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 29 1971
FOR FILING

STATE OF OREGON 1859

OREGON STATE HIGHWAY DIVISION

Fed Aid Interstate

HIGHWAY BUILDING • SALEM, OREGON • 97310

I 305

March 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project
I-305-5(2)260
Chemawa Rd.-Hickory St.
Salem Freeway

Dear Sir:

We request your concurrence in the public auction of three homes in the North Salem and Keizer areas on March 25, 1971.

These homes are on the above-listed project.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

All of these homes are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

94491

RECEIVED
FEB 26 1971
FOR FILING

Const
Fed Aid
Interstate

I-305
Chemawa Rd
- Hickory St

3412

February 25, 1971

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

Re: Wayside Terrace Extension, Chemawa Road-Hickory Street Section, Interstate 305
Marion County

As requested by your letter of November 25, 1970, we have revised the proposed Wayside Terrace alignment over Interstate 305 to conform to your plan for connection to Northgate Avenue.

Enclosed is a profile of the route and a plan of the area from Cherry Avenue to the Oregon Electric Railroad, indicating the right-of-way which will be required by the State in yellow and the area required by the City in orange. The area in blue will be a severed remnant from the main Harvey Machine Company property which you may wish to consider for purchase.

Please review this plan and advise me if the right-of-way, as indicated, appears satisfactory to you and of any interest you might have in the remnant which would be formed by your taking.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Cox
D. H. Moehring
R. D. Asburry - Encs.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encs.

ADO:jp srb

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

November 25, 1970

Mr. Fred Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

RECEIVED
NOV 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Re: Right-of-way Acquisition, Northgate Avenue Extension
(Formerly called Wayside Terrace Extension)

Dear Mr. Klaboe:

Please refer to my letter of November 13, 1970 regarding the proposed street extension known as Wayside Terrace. During the past eight years that we have been considering this east-west connection, two locations have been under review for the easterly terminus, Wayside Terrace and Northgate Avenue. As a result of field surveys, we did several years ago decide that the Northgate Avenue connection was preferable to the Wayside Terrace connection at Portland Road due to topographical and drainage considerations. This location at the easterly end does have a minor effect upon the alignment at the I-305 overcrossing and should be recognized as you proceed with right-of-way acquisition. We have, therefore, developed the enclosed preliminary plan and profile for your usage.

As you will note, we expect to have to build a grade separation structure over the Burlington Northern Railroad due to the existence of their newly constructed passing track at the point of crossing. This structure over the BN Railroad will require some revision of grade and alignment and right-of-way acquisition in those sections of the roadway which will be built by your agency. (We intend to pass the facility beneath the SP Railroad at the easterly end of the development).

We have discussed these revisions with Mr. Marlow Krohn of your staff and it appears that the necessary changes can be made without difficulty. You will find that the enclosed legal descriptions and right-of-way sketches have been drawn to conform with this revised alignment and grade.

Please proceed with the acquisition of the necessary options on this basis and thank you again for your cooperation.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

Hall
A. Olson
Wills
Carrensen
Scott
Swenson
R. Olson
Trout
Do Not File
Keep
Return To
Other

RECEIVED
NOV 27 1970
DESIGN SECTION

BTV:RWF:bg
Enclosures
cc: R. S. Moore, R. D. Grewell, D. J. Vargas
W. E. Stark, Marlowe Krohn

PARCEL A

Beginning at the northwest corner of that parcel of land deeded to the Harvey Machine Company and recorded in Volume 458, Page 487, Deed Records, Marion County, Oregon, and lying in Section 11, Township 7 South Range 3 West, Willamette Meridian; thence North 89° 57' East, along the North Line of said Harvey Machine Company parcel a distance of 450 feet, more or less; thence South 0° 03' East, 200 feet; thence, South 89° 57' West, 410 feet, more or less to the East Line of Cherry Avenue, 60 feet wide, in the City of Salem in said Marion County, Oregon; thence, North 12° 22' West along said East Line of Cherry Avenue, a distance of 200 feet more or less to the point of beginning.

PARCEL B

Beginning at a point on the East Line of that parcel of land deeded to the Harvey Machine Company and Recorded in Volume 458, Page 487, Deed Records, Marion County, Oregon, and lying in Section 11, Township 7 South, Range 3 West, Willamette Meridian, said point being South 23° 29' 30" West, 275 feet, more or less from the northeast corner of said Harvey Machine Company parcel; thence South 23° 29' 30" West along said East Line, 150 feet, more or less; thence North 68° West, 380 feet, more or less; thence North 22° East, 150 feet, more or less; thence South 68° East, 400 feet, more or less; to the point of beginning.

S.E. 1/4 SEC.
MARION

R.E.E
33+99.44

30

CHEMAWA - SALEM
INTERSTATE 5 - PINE ST. SECTION

PROPOSED R/W

PREL-

HARVEY MACHINE CO.

I305 FRWY.

CHEMAWA RD.- HICKORY ST.

UNIT: NORTHGATE AV. EXT. SCALE: 1" = 200' ±

DATE: FEB. 1971 BY: MK

S.E. 1/4 Sec. 11 T7S. R3W WM
MARION COUNTY

U.S.A
318-662

T. 7 S. R. 3 W. WM.

R.R.E
331-99-41

SCALE: 1" = 100'

BY OTHERS BY STATE

Harvey Machine
458-487

Proposed R/W

26+00

+56.49

25

100'

180'

+00

40'

245'

160'

+50

230'

235'

20

240'

+20

140'

110'

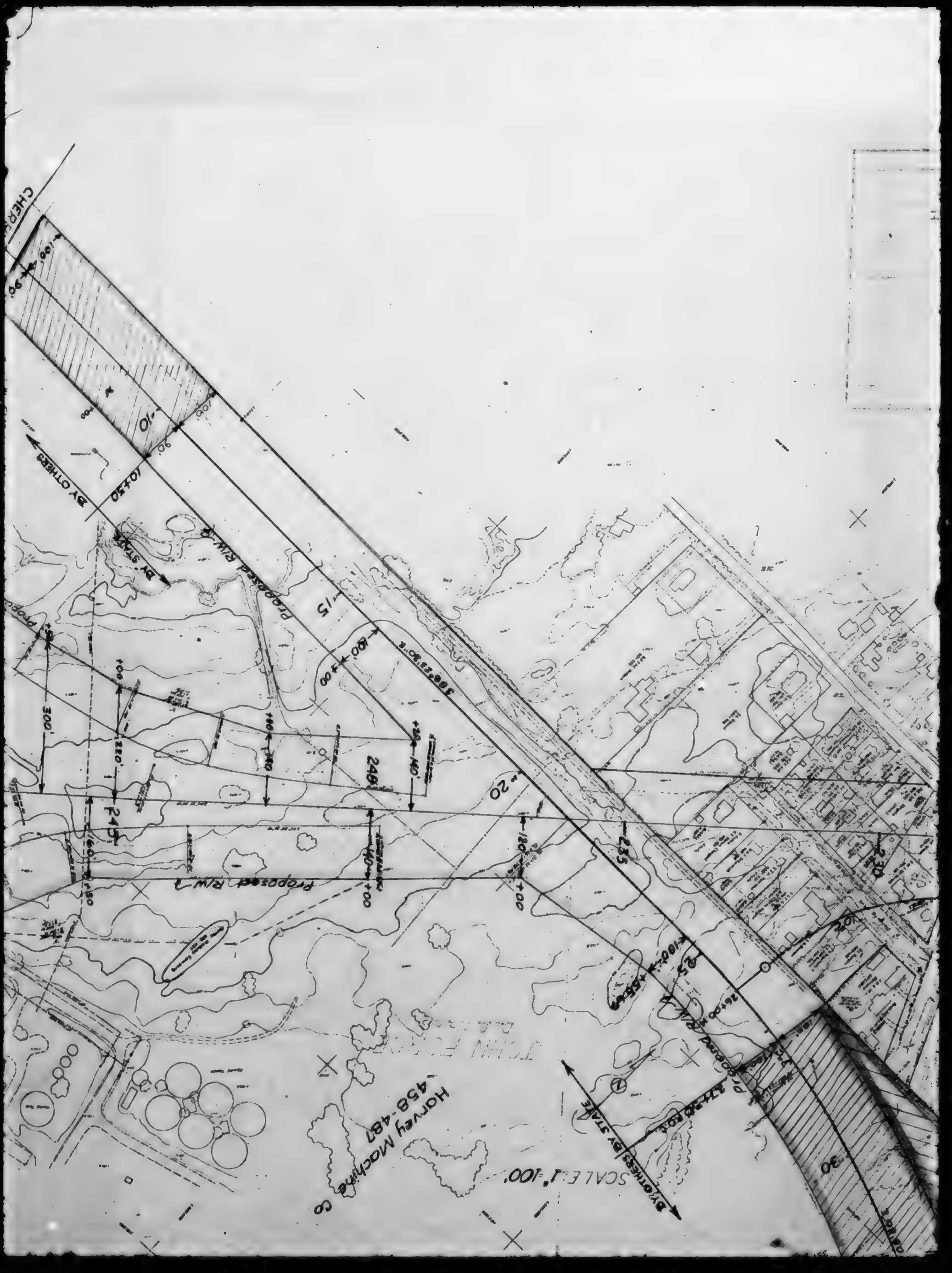
220'

300'

15

Proposed R/W

BY STATE


CHERRY
100'
90'
10
90'
100'
10+50
BY OTHERS
BY STATE
Proposed R/W-2
300'
250'
240'
140'
120'
+00
+50
+100
+150
+200
+250
+300
+350
+400
+450
+500
+550
+600
+650
+700
+750
+800
+850
+900
+950
+1000
+1050
+1100
+1150
+1200
+1250
+1300
+1350
+1400
+1450
+1500
+1550
+1600
+1650
+1700
+1750
+1800
+1850
+1900
+1950

U.S.A
318-662

Proposed R/W

245'

280'

250

235

220'

300'

330'

540'

510'

410'

Proposed R/W

BY STATE

+00

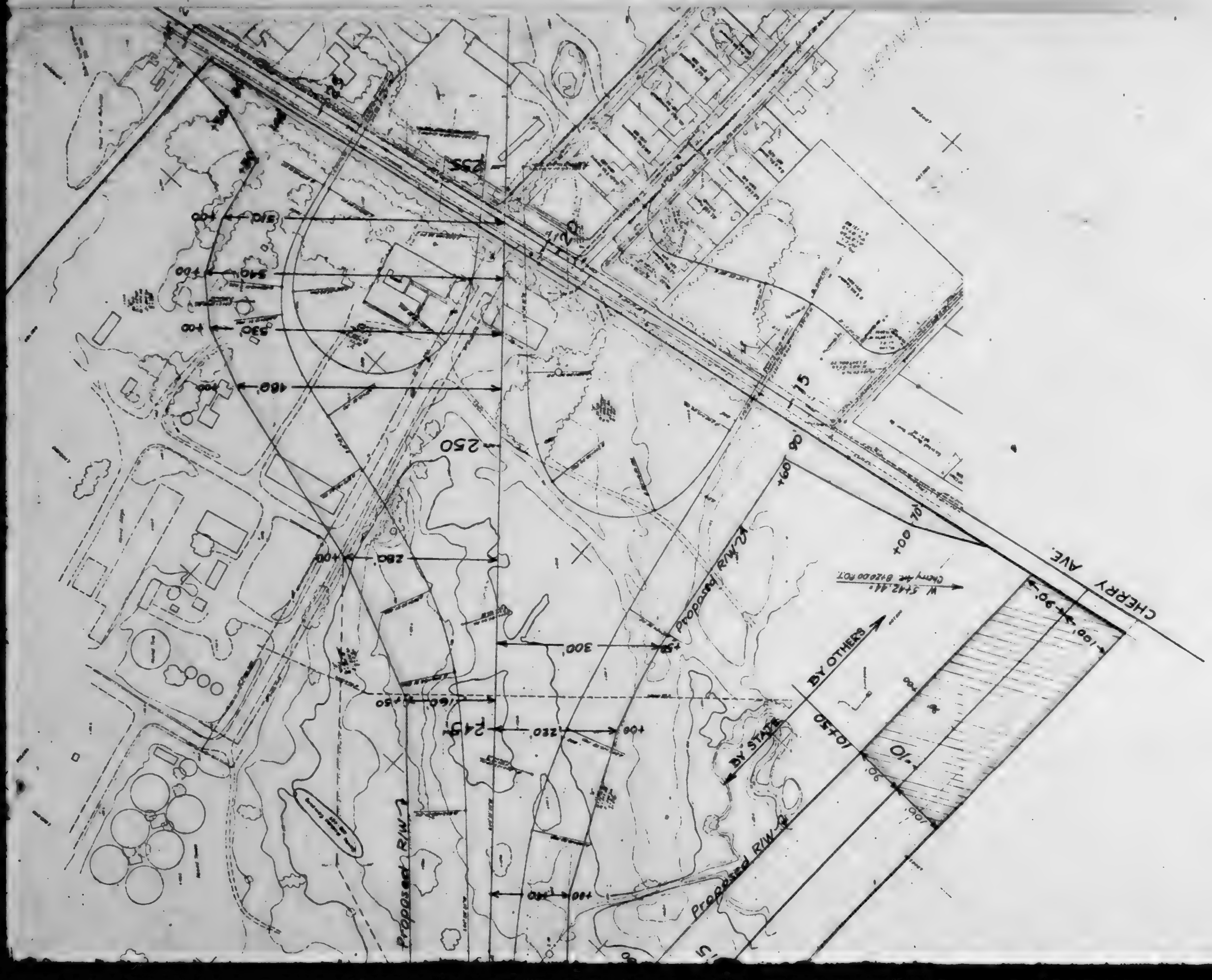
+50

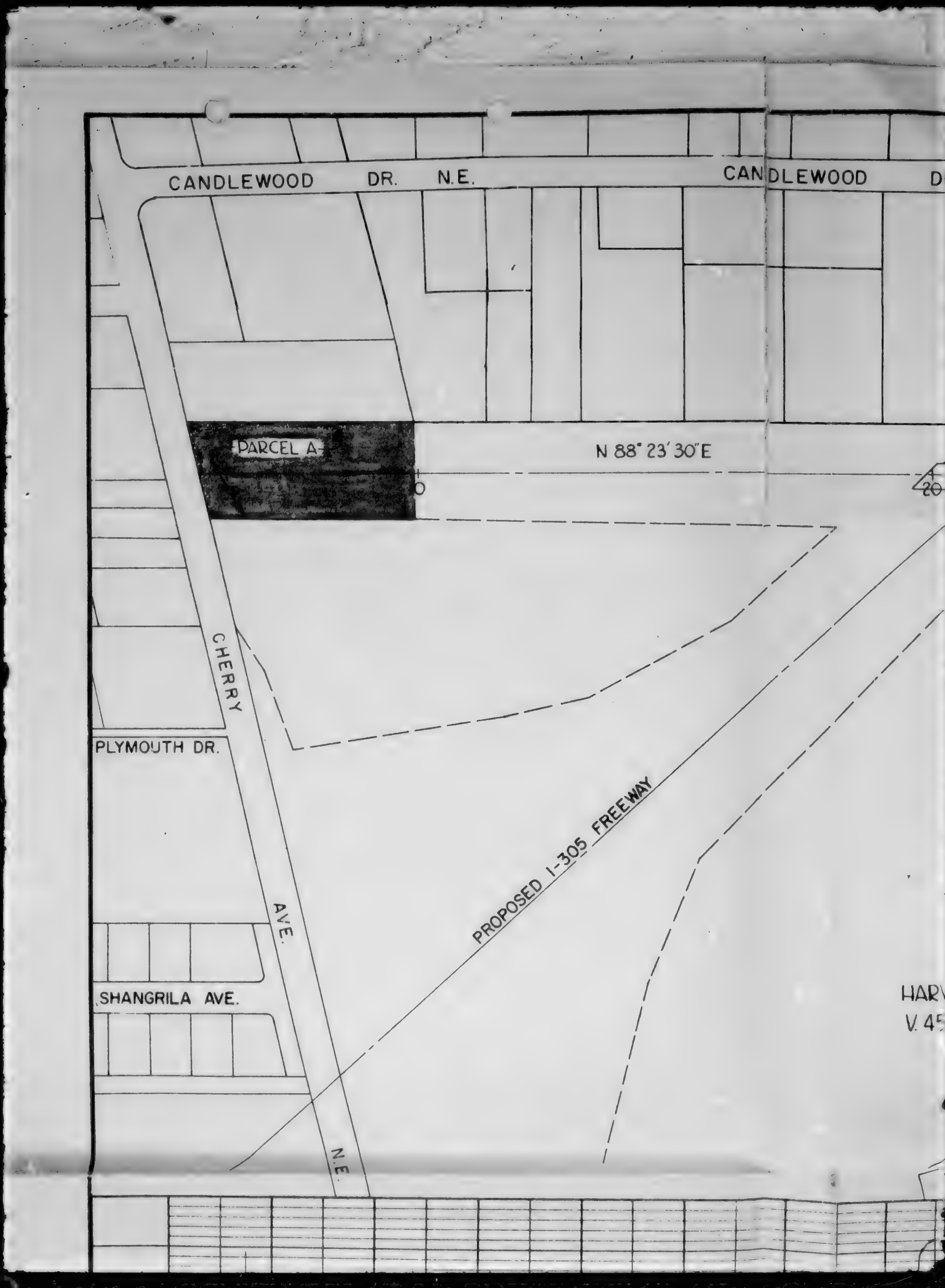
+60

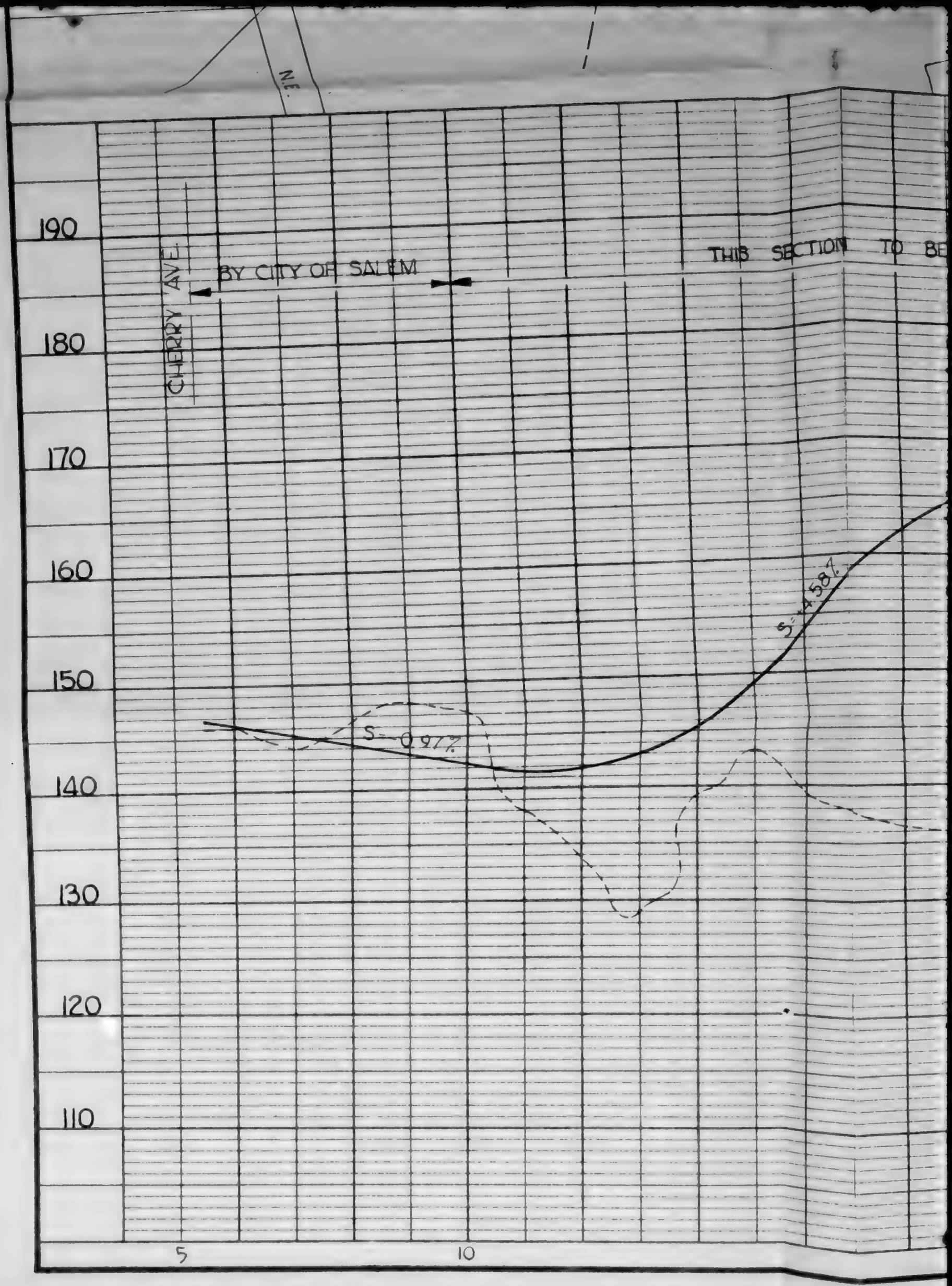
90'

15

20


235'
240'
230'
180'
250
280'
300'
160'
245'
260'
Proposed R/W
Proposed R/W
Proposed R/W
CHERRY AVE.
BY OTHERS
BY STATE
90'
100'
W 5142.44'
Cherry Ave. 81200.00 POT


CANDLEWOOD DR. N.E.
CANDLEWOOD
PARCEL A
N 88° 23' 30" E
CHERRY AVE. N.E.
PLYMOUTH DR.
SHANGRILA AVE.
PROPOSED I-305 FREEWAY


N.E.
CHERRY AVE.
BY CITY OF SALEM
THIS SECTION TO BE
190
180
170
160
150
140
130
120
110
5
10
S = 0.97%
5% = 58'

CAN DLEWOOD DR. N.E.

FRONTAGE RD.

BROOKS AVE.

HOLGATE ST. N.E.

20

21+32.49 ℄℄

3

PARCEL B

D = 3°00'
Δ = 23°36'30" ±
L = 786' ±
T = 399' ±

BURLINGTON NORTHERN

HARVEY MACHINE CO.
V. 458 P. 487

AGE RD.

℄

20

21+32.10; ℄ PROP I-305 FREEWAY

S=4.50%

S=2.18%

S=5.00%

29+25; APPROX ℄ FRONTAGE RD.

30

THIS SECTION TO BE CONST BY O.S.H.D.

R.R.

℄ PROPOSED STREET

40

S 68°00'E

50

S.P.R.R.

N

SCALE IN FEET

0 200 400 600

PROFILE

SCALE IN FEET
200 100 200

PROFILE

BY CITY OF SALEM

225' MIN

S=5.0%

APPROX. FUTURE GRADE

S=0.73%

EXIST GROUND

34+10, B.N.R.R. (3 TRACKS)

PROP. 60" OR 72" CULVERT AT CLAGGET CREEK

40

PRELIMINARY

U.S. 99 E

WAYSIDE TERRACE N.E.

WAYSIDE TERRACE N.E.

N.E.

24TH PL. NE

ROAD

N.E.

ST.

NORTHGATE AVE.

N.E.

GREENBRIAR

PORTLAND

PORTLAND

GREEN

190

180

170

160

150

140

130

120

S.=.088

S.=.500

PACIFIC HWY. (99E) PORTLAND RD.

49+80 S.P.R.R. (2 TRACKS)

REVISIONS				
No.	DESCRIPTION	Date	By	Appr.

CITY OF SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS

PROPOSED STREET EXTENSION

PRELIMINARY PLAN AND PROFILE

Datum M.S.L.	Surveyed By	Designed R.W.F. Date 11-70	Proj. No.
Horiz. Scale 1"=200'	Topog. Drawn — Date	Checked Date	File No. 270-5-15
Vert. Scale 1"=10'	Plan Drawn A.L.S. Date 11-70	Approved Date	Sheet 1 of 1

50

No. 8 TEAM CONN. PROFILE

I-305

4.8

OTTO : STATE HIGHWAY DEPT.
PREL-DESIGN OFFICE

NORTHGATE AVE. EXT.

PROJECT: I305 FRWY.

SECTION: CHEMAWA RD.-HICKORY ST.

STATION: _____ SCALE: 1" = 20' Vert; 200' Horz.

BY OTHERS ← → PROPOSED BY STATE

I-305

170

NORTHGATE AVE. EXT. ACT.

150

CHERRY AVE.

45 MPH DESIGN SPEED

+4.0%

-0.85%

140

130

5

10

15

20

STATE

← → FUTURE BY OTHERS

TEMP CONN 2331.82 AHEAD OF Δ

Δ 27+20.07 P.O.T.

OERR

1.26

+ 4.76 %

-4.46 %

20

25

30

35

40

1305

S.P.R.R.

MATCH NORTHGATE AVE.

170

160

150

140

15.0%

-8.75%

40

45

50

55

9491

RECEIVED
FEB 18 1971

FOR FILE
Correct
Just Alt
Initial

I-305

February 18, 1971

Mr. John A. Anderson
Director of Public Works
Marion County
County Courthouse
Salem, Oregon 97301

Dear Mr. Anderson:

Re: Claggett Creek Vicinity, Chemawa Road-Hickory Street Salem, Salem Freeway (I-305), Marion County

Reference is made to a Salem Sand and Gravel drainage plan in the Claggett Creek area which you forwarded some time ago.

I am advised that Interstate 305 has only minor side ditches in this area and no change in flow line grade of Claggett Creek is required by the proposed freeway construction.

It would appear that the Salem Sand and Gravel Company drainage plan proposes to lower the profile of Claggett Creek from the railroad to Dearborn Avenue; a distance of some 5,300 feet according to their data. If this is being seriously considered, we would appreciate detailed data on any proposed realignment of Claggett Creek within 1,000 feet downstream from the railroad in order that we may consider revision of our plans to fit the future pattern. If the work is to be done prior to the freeway construction or concurrent with our construction, I am sure minor changes could be made in line and grade to fit the pattern. If the work is not to be done until after the freeway is built, it may be possible to revise our channel change grade to allow for the future extension.

Please advise if further data is available so that a detailed study can be made of what might be done to fit our plan to their proposal.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
R. D. Asburry

ADO:jp srb

JOHN A. ANDERSON, P.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

NATIONAL ASSOCIATION OF COUNTY ENGINEERS
CHARTER MEMBER

THEO. KUENZI
ASST. COUNTY ENGINEER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

November 9, 1970

Mr. Adrian D. Olson
Preliminary Design Engineer
Room 218-A, Highway Building
Salem, Oregon 97310

Dear Mr. Olson:

Enclosed is Salem Sand and Gravel's proposed drainage plan.

As I recall they wanted to deepen the drainage at the Oregon Electric track by some five feet. Would you consider this in the I-305 drainage design and advise?

Very truly yours,

John A. Anderson
Director of Public Works

JAA:im
Enclosure
cc:Mr. Tom Hill, Salem Sand and Gravel Co.

Hall
A. Olson
Wills
Hackleman
Carstensen
Foyt
Torgeson

RECEIVED
NOV 10 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
FEB 18 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 17, 1971

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
L. H. Young
Frank Hall
F. D. Morgan
R. D. Asburry (w/att)

Mr. B. T. Van Wormer, Director
Department of Public Works
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

Herewith for your consideration are four revised copies of a proposed throughway agreement concerning construction of the Chemawa Road-Hickory Street Section of the Salem Freeway (I-305), lying partially within the corporate limits of the City of Salem.

The revisions are in accord with the suggestions offered by your office which were transmitted by letter dated January 25. Some further modifications have been added in the THINGS TO BE DONE BY STATE section, as follows:

1. Paragraph 3(b): The word "centerline" following the word "ramp" in two places.
2. Paragraph 3(e): Has been reworded to read "Broadway to be widened to provide for left-turn refuges."
3. Paragraph 4: The words "where appropriate" following the word "landscaping".

Please examine the modifications to your suggestions carefully and, if found to be acceptable, present the proposed agreement to the City Council with your recommendation of approval. The Council should be requested to adopt a resolution authorizing the Mayor and Recorder to enter into and sign the agreement. Forward three signed copies, with the resolution attached, to this office for presentation to the Highway Commission. Following approval and certification by the Highway Commission Secretary, a fully executed copy will be returned for the City's permanent records. In the interim, the fourth copy should be retained for your reference.

If further questions arise, please feel free to call 378-6514.

Very truly yours,

R. L. Porter
State Highway Engineer

By Maimon
for H. S. Cox
County and City Engineer

NOTED
TOM EDWARDS

MCH:ljt

Encl. Revised Agreement

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

January 25, 1971

RECEIVED
COUNTY & CITY SECTION
JAN 6 19
ENGR. COOR. CE RE
UPE CE RE RPE

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: H. S. Cox, County & City Engineer

Subject: Proposed Throughway Agreement, Chemawa Road-Hickory Street Section of Salem Freeway, I-305

Gentlemen:

The interested City departments have reviewed your draft of the proposed Throughway Agreement concerning construction of the Chemawa Road-Hickory Street section of Salem I-305 lying partially within the corporate limits of the City of Salem.

We find the Agreement generally agreeable but have made several suggested amendments for your consideration. One copy of the requested revised Agreement is attached.

Please note suggested changes under THINGS TO BE DONE BY STATE: Item 3 (b), 4, 6 and on Page 5, GENERAL PROVISIONS, Sections 1 and 2. The above sections have been underlined in red to facilitate your review.

Should the suggested revisions meet with your approval, please multi-copy and return to us for submission to our City Council, resolution adoption, execution by Mayor and Recorder and return to you for presentation to the Highway Commission.

Very truly yours,

B. T. VAN WORMER
Director of Public Works

BTV:bg
Attach: Revised Agreement

cc: Fred Klaboe, OSHD
R. S. Moore, City Manager

1-26-71 I don't [illegible] problem. T.H.

7441

2-12-71

FORM PR-1367
(7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION
NO. 35-71-FIN-1

STATE	COUNTY
Oregon	Marion
F. A. PROJECT NO.	STATE CONTROL SECTION OR PROJECT NO.
I-305-5(2)260	Chemawa Road - Hickory Street

TO: Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

1. OSHD (V E Skoog)
2. OSHD (M R Mitchell)
3. OSHD (D H Moehring)
4. OSHD (M M Mead)
5. Accounts
6. Project File
7. FIN File

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

File 44566 - Porter

2-17-71
Young

ROUTED
TOM EDWARDS

INELIGIBLE $ _____
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO 35-70-FIN-77 NOW ELIGIBLE. in the amount of $24,000 plus Appraiser's fee of $125.

REFERENCE:
Mr. J. R. Oakes' letter of 2-9-71.

REMARKS:

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	February 12, 1971

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

RECEIVED
FEB 11 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

File No. 44566-Porter
Chemawa Road-Hickory Street
Salem Freeway
Marion County

Project I-305-5(2)260

Attention: Mr. Charles Mathias

Dear Sir:

In addition to securing clarification of those items questioned in Mr. L. R. Backlund's Ineligibility Notification 35-70-FIN dated 1-6-71, it was deemed advisable to secure a second appraisal of subject property.

Attached are copies of Mr. Smith's additional documentation, the second appraisal secured, and our revised review. We trust that this combined information will answer the questions posed and that subject file will be fully eligible for participation.

Very truly yours,

John R. Oakes

JOHN R. OAKES
Asst. Right of Way Engineer

MMM:jm
enclosures

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

NOTED
TOM EDWARDS

RECEIVED
FEB 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Const
Eng Asst
Lt Const

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: February 9, 1971

In reply refer to: 08-35.7/411.25

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

I-305

SUBJECT: Oregon I-305-5(2)260
Chemawa-Hickory Street Section
Chemawa Indian School

We have been informed by our Washington office that Federal participation in the Indian School acquisition is predicated on the case being processed under Section 317 of Title 23, USC.

This information is provided to assist you in your preliminary conversations with personnel from the Indian School. Please follow the procedures outlined in Policy and Procedure Memorandum 80-8.

cc:
OSHD (Moehring)
Mathias

2-12-71
REFERRED TO
Engr.

NOTED
JOHN EDWARDS

RECEIVED
FEB 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 2 6 1971

Form FHWA-12V (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. J. Porter, State Highway Engineer
Salem, Oregon

DATE: January 28, 1971

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa Road - Hickory Street
Clearance of Residential Units
(Refer to Mr. Oakes' letter of 1-19-71)

You are authorized to proceed with the clearance of residential units covering File 44562 by public auction sale. Authorization is with the understanding that clearance will be in accordance with the State's demolition plan and that persons displaced from the units have either by themselves obtained and have the right of possession of replacement housing or the State has offered them decent, safe and sanitary replacement housing which is available for immediate occupancy.

2-2-71
REFERRED TO
By ... Section

cc:
OSHD (J R Oakes)
OSDH (W H Haskin)
OSHD (J J Smith)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 21 197
FOR FILING

Mr. Porter

OREGON STATE HIGHWAY DEPARTMENT

Grant
Ferguson
Yamhill Co
I-305

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Project I-305-5 (2) 260
File 44562
Chemawa Rd.-Hickory St. Sec.
Salem Spur Highway
Marion County

Dear Sir:

We request your concurrence in the public sale of one house with an attached garage/storage on the above project as shown in the attached Notice of Public Auction.

There are no owners or tenants still on the project.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

NOTED
R. L PORTER

JPO:ph

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment

RECEIVED
JAN 2[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

94/11
RECEIVED
JAN 4 - 1971
FOR FILING
Govt to Ind Aud Interstate
I 305
Chemawa History

January 4, 1971

Mr. Keasler R. Cannon
Assistant to the Governor
109 State Capitol
Salem, Oregon 97310

Dear Mr. Cannon:

Reference is made to your December 15 note concerning the report from Richard M. Balsiger of the Bureau of Indian Affairs, which concerns the proposed acquisition of additional right-of-way by this agency from Chemawa Indian School lands.

We are hopeful that this matter can be negotiated at the local level and without serious inconvenience to the Chemawa School. The final evaluation, however, cannot be made until appraisals are completed and until we have realistic cost estimates for relocating the Bonneville Power facility. These data should be available to us before very long, and we will make every effort to resolve the matter to everyone's satisfaction.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
D. H. Moehring
R. D. Asburry

IN REPLY REFER TO:
Community Services

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS
PORTLAND AREA OFFICE
POST OFFICE BOX 3785
PORTLAND, OREGON 97208

Edwards

December 15, 1970

Mr. Kessler R. Cannon
Assistant to the Governor, Natural Resources
109 State Capitol Building
Salem, Oregon 97310

Dear Mr. Cannon:

As per our telephone conversation, I am enclosing a copy of the memorandum to the files on the meeting held by the Highway Department, Department of Transportation and the Department of Interior regarding right-of-way across Chemawa Indian School lands.

With reference to the third to the last paragraph of this memorandum, we have furnished the requested letter to Mr. L. B. Day who is coordinating the matter for the Department of Interior.

Sincerely yours,

Richard M. Balsiger
Assistant Area Director
Community Services

Enclosure

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 16 1970

NOTED
TOM EDWARDS

I Richard M. Balsiger LP
Bureau of Indian Affairs
(Community Services)

Files December 3, 1970

C. Richard Neely, Assistant Regional Solicitor

Request by the Oregon State Highway Commission for Additional Right-of-Way Across the Chemawa Indian School

Pursuant to call by the Regional Coordinator, L. B. Day, a meeting was held on November 30, 1970, at 10:00 a.m. in the Regional Solicitor's Office to discuss the request by the Oregon State Highway Commission for a right-of-way across lands of the United States now being used by the Department of the Interior, Bureau of Indian Affairs, for the operation of the Chemawa Indian School. The additional right-of-way will be used for the reconstruction of Interstate I-5 and for an interchange that will be developed adjacent to the school land.

Mr. Balsiger, BIA, first outlined the plans for the expansion of the school's campus to the west of the present buildings. The proposed request for right-of-way would frustrate such plans. It was brought out that the United States owns some land to the east of the school, with the exception that there is a tract of approximately 15 acres owned by private parties. There is also a BPA transmission line across the government land which would interfere with any easterly expansion by the Chemawa School. If the 15-acre tract can be acquired and the BPA transmission line moved, the land to the east could be used for the expansion and rebuilding of Chemawa.

Mr. Kuhn of the Regional Solicitor's Office outlined the procedures by which the State Highway Department may obtain the additional lands; first, through the Department of Transportation pursuant to the Highway Act, or, secondly, by an exchange of properties between the State of Oregon and the United States. The BIA has been authorized to negotiate such an exchange, however, it was pointed out that such an exchange must be of equal values.

A representative of the State Highway Department stated that the department may negotiate and acquire the needed 15 acres, however, they have no right to condemn should the owners refuse to sell. There is also the problem of moving or relocating the BPA transmission line which has been roughly estimated to cost in excess of $200,000. There was considerable discussion with representatives from the Oregon State

Highway Department and representatives from the Federal Highway Administration as to the responsibility for moving the transmission line. The question was not resolved but it may be possible to develop a package which FHA will approve whereby the Secretary of the Interior will make no objection to the taking of the land west of the Chemawa School provided an area of expansion to the east is made available to the school. This would include the acquisition of the 15 acres and the moving of the BPA line.

Bonneville Power Administration will obtain current estimates as to the cost of moving the line. The State Highway Department will obtain appraisals as to the value of the property taken and the value of the property needed to be acquired.

Mr. Rutledge, Regional Counsel for the Federal Highway Administration agreed to review the matters herein presented and determine whether the FHA can approve the exchange together with the relocation of the transmission line. In regard to this, Mr. Balsiger and Mr. Gunderson, Superintendent, Chemawa School, will provide Mr. Rutledge with a written statement as to the need for expansion to the eastward and the relocation of the power line.

The Regional Coordinator will continue to work with all the agencies involved so that a satisfactory solution to the problem may be worked out on a local level.

A list of those in attendance at the meeting is attached.

C. Richard Neely

Enclosure

Name	Title	Agency
James R. Kuhn	Attorney	Dept of Interior
L. Beauregard	Asst Am Dir of Ed.	BIA - PAO
Z. Babcock	" " " (Community Svs)	"
Gordon W. Swanson	Supt.	Klamath School.
K. E. Simpson	D. O. Engr.	FHWA.
E J Mathai	Dis R/w Officer	" "
Rod Henry	DIST R/w Supervisor	OSH
John V McNeely	Chief Branch of Land	BPA
W Stuebner	R/W Engr	OSHD
Robert B. Rutledge	REGIONAL COUNSEL	FHWA
T. A. Knotts	CHIEF-R/W DIV Reg 8	FHWA
Matt Morrison	Chief, Branch of Trans. Design	BPA
C. P. Libby	Trans Design Section	BPA

9491 RECEIVED DEC 23 1970

FORM PR-04C (REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
Chemawa Rd to Hickory St Sec

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

12-18-70

PROGRAM NO.

ITEM NO.
I-603

COUNTY NAME
Marion

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

TO:
Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Chemawa Rd
Hickory St

12-23-70
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	December 18, 1970	Interstate Route 305
		STATE ROUTE NUMBER: Salem Spur

LIMITS OF AUTHORITY

You are authorized to proceed with the acquisition of one parcel, File Number 44941-L011, as requested in Mr. Young's December 1, 1970 letter. Federal participation will be limited to that right of way actually incorporated in the final location.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

File No. 44941 - Lo11

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [x] OTHER (Specify) Relocation payments
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

No individual or family (tenant or owner) shall be required to move until they have either obtained the right of possession of adequate replacement housing or have been offered, by the State, adequate replacement housing available for immediate occupancy.

NOTED
TOM EDWARDS

RECEIVED
DEC 3 - 1970
STATE OF
Salem, Oregon

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
DEC 18 1970	[signature]	Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

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DEC 3 - 1970
FOR FILING

Const
Fed Aid
Interst

I 305

1p

December 1, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Project No. I-305-5(2)260
Chemawa-Salem Section
(File 44941-Lal1)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right of way as programmed on the subject project, however, outside your authorization of Aug. 12, 1970 for entire takings.

We are enclosing a copy of Mr. Oakes' memo of November 27, 1970, with attachments which set forth the estimated cost of the property, the hardship which exists, and a sketch map showing the location of the property. The relocation plan for this project, as required by paragraph 7b of PM 80-1-68, was approved in your letter of August 12, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:ia

cc: J. R. Oakes
R. N. Chase
M. Mitchell

9491

RECEIVED
DEC 15 1970

Form FHWA-1217 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. E. Porter, State Highway Engineer
Salem, Oregon

DATE: December 8, 1970

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Salem Spur (Chemawa - Hickory Street)

Existing plans indicate that right of way must be acquired from a tract of land lying between Stations 235 and 254 (Harvey Machine Co.). The remaining property will be favorably located at the Cherry Street Interchange and may be specially benefited. It is possible that an early acquisition may result in a savings of right of way funds. We would favorably consider a request to appraise and negotiate for the right of way.

cc:
OSHD (Moehring)
OSHD (Olson)
Renz
Mathias 2

12-14-70

NOTED
JCM EDWARDS

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9491

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DEC 4 - 1970

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 30, 1970

2191

Mr. B. T. Van Wormer
Director of Public Works
City of Salem
City Hall
Salem, Oregon 97301

Dear Mr. Van Wormer:

Re: Chemawa Road-Hickory Street Section
Interstate 305, Marion County

We are in receipt of your letters dated November 13 and November 25 concerning right of way for Wayside Terrace. A copy of each of your letters will be forward to our right of way section and every effort will be made to comply with the City's wishes.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

DNS:jp
cc: F. B. Klaboe - Assignment: FBK-3787
D. H. Moehring

City of SALEM, OREGON
DEPARTMENT OF PUBLIC WORKS
TELEPHONE (503) 585-7500
ZIP CODE 97301

November 13, 1970

Hall
Scott
A. Olson
Swanson
Wills
R. Olson
Hackleman
Trout
Carstensen
Keyes
Terpin
Sawyer

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NOV 17 1970
DESIGN SECTION

Do Not File ☐
Keep ☐
Return To
Other

Mr. Fred Klaboe
Assistant Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Re: Right-of-Way Acquisition, Wayside Terrace, Cherry Avenue to Burlington Northern Railroad

Dear Mr. Klaboe:

This letter will serve as your authorization to negotiate with Harvey Machine Company for the City of Salem in the acquisition of Wayside Terrace right-of-way.

We are interested in acquiring right-of-way both east and west of the I-305 facility. These actual commitments may fall in different fiscal years and perhaps will occur beyond the current fiscal year. For these reasons, we are requesting that your right-of-way agents negotiate for us two separate purchase options for these two parcels. Period of the options should be twelve months. Amount ~~of~~ paid for the options should not exceed $200.00 each. Price paid on the options should be applicable to the purchase price at the time of exercising the option.

Our City Engineer, David J. Vargas, will provide you with legal descriptions of the two parcels to be optioned to us. City Council, will of course, make the final determination for exercise of the options. Since Council cannot commit a future budget committee to purchases next fiscal year, the device of options will give us the flexibility we need to effect these necessary land acquisitions.

Thank you for your offer to negotiate for us along with your own right-of-way acquisition activities.

Very truly yours,

B. T. Van Wormer

B. T. VAN WORMER
Director of Public Works

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BTV:bg
cc: R. S. Moore, City Manager
R. D. Grewell, Finance Director
D. J. Vargas, City Engineer
W. E. Stark, Traffic Engineer

c.c. W.E. Stark's mem.
orig to Hall
copy to Machining
11-17-70

Fred:
I'll call you next week regarding some [illegible] bridge ramp [illegible] need an [illegible]

INTER-DEPARTMENTAL MEMORANDUM

TO: B. T. VAN WORMER, Director of Public Works

DATE: November 9, 1970

FROM: WILLIAM E. STARK, Traffic Engineer

FOLLOW-UP DATE:

SUBJECT: Right-of-Way Acquisition, Wayside Terrace, Cherry Avenue to Burlington Northern RR

Under the proposed agreement for the construction of I-305 the City must construct concurrently approximately 500 ft. of Wayside Terrace between Cherry Ave. and the overcrossing. The right-of-way to be acquired is owned by the Harvey Machine Co.

In discussing access control with Fred Klaboe I brought up the matter of acquisition of Wayside Terrace right-of-way. Since the Highway Division will be negotiating with Harvey Machine Co. for a considerable amount of right-of-way, Fred Klaboe said that they would be glad to negotiate for the City's portion if we would give them a letter to that effect. It was his opinion that it would be wise for the City to also negotiate for that portion of Wayside Terrace east of the overcrossing which lies on Harvey Machine Co. property.

As you know, we do not anticipate extending Wayside Terrace east to the Burlington Northern RR at this time, however, we should make a determination whether or not we feel that we can or should negotiate on this portion at this time. Before negotiating we would need to determine whether we intend to go under or over the railroad since the amount of right-of-way needed would be dependent upon which route we choose. In any event, we must determine immediately what right-of-way is to be acquired, since the State will be negotiating with Harvey Machine Co.

W E Stark

WILLIAM E. STARK
Traffic Engineer

WES:br

cc: R. S. Moore, City Manager
R. D. Grewell, Finance Director
D. J. Vargas, City Engineer

FORM FHWA 1240 (Rev. 6-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
NOV 18 1970

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-13-70

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.
CHEMAWA ROAD - HICKORY ST. SECTION

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1 [XX] 2

PROGRAM NO.

ITEM NO.
I-603

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

11-17-70
REFERRED TO
By

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 13, 1970	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER SALEM SPUR

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED SUBJECT TO THE PROVISIONS OF PPM 80-8 TO PROCCED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 41461 - CHEMAWA INDIAN SCHOOL, AS REQUESTED IN MR. YOUNG'S NOVEMBER 4, 1970 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [XX] OTHER (Specify) RELOCATION PAYMENTS BUILDING DEMOLITION
- [X] ACQUISITION OF RIGHT-OF-WAY FILE NO. 41461 - CHEMAWA INDIAN SCHOOL
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ALL CLEARANCE OF RIGHT OF WAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLITION PLAN.

NOTED
F. R. KLAER
NOTED
TOM EDWARDS

RECEIVED
NOV 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-13-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

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RECEIVED
NOV 18 1970

FORM FHWA-240 (REV. 6-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

11-12-70

FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. I-305-5(2)260
		STATE PROJECT NO. CHEMAWA - SALEM SECTION
	ITEM NO. I-603	COUNTY NAME MARION
		PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
11-17-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 12, 1970	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER SALEM SPUR

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 44950 - ROSS, AS REQUESTED IN MR. YOUNG'S OCTOBER 29, 1970 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

FILE NO. 44950 - ROSS

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) RELOCATION PAYMENTS, BUILDING DEMOLITION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

ALL CLEARANCE OF RIGHT OF WAY SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLITION PLAN.

RECEIVED
NOV 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-12-70	A. L. Green	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT 29 1970

FURTHER
Cmct
Eng Aid
Interest
I-305

October 29, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Project No. I-305-5(2)260
Chemawa-Salem Section
(File 44950-Ross)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed property on the basis of hardship. The property is included in the right of way as programmed on the subject project, however, outside your authorization of August 12, 1970, for entire takings.

We are enclosing a copy of Mr. Oakes' memo of October 26, 1970, with attachments which set forth the estimated cost of the property, the hardship which exists and a sketch map showing the location of the property. The relocation plan for this project, as required by paragraph 7b of IM 80-1-68, was approved in your letter of August 12, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:ia

cc: J. R. Oakes
R. B. Chase
M. Mitchell

RECEIVED
NOV 5 - 1970

- Phone 378-6563

November 4, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Project No. I-305-5 (2) 260
Chemawa Road-
Hickory Street Section R. O. W.
(File 41461-Chemawa Indian School)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above listed property under the subject project, as outlined in red on the enclosed copy of right-of-way map 9B-7-13.

This parcel was programed for the necessary right of way required for safety improvements on I-5, under Project I-5-5 (38) 262 and your letter of January 24, 1968 authorized incidental costs only. Subsequently a program change was submitted and approved on Project I-5-5 (38) 262, which extended the project from Woodburn Interchange - Hayesville Interchange; and your letter of September 25, 1970 withheld authorization to acquire parcel 41461 pending a determination of exact right-of-way needs for I-305. The enclosed right-of-way map shows the area required from this property for the I-305 Interchange as well as the widening of I-5 to provide for a six lane facility. Since the major portion of the taking on file 41461 is required for the I-305 Interchange, and the same class of federal funds are involved, we propose to include the balance of the incidental and actual acquisition of this property on the subject project. This procedure will make it unnecessary to arrive at a proration of costs between projects, and no increase in the estimated cost for the subject project is anticipated at this time.

enclosure

Very truly yours,

R. L. Porter
State Highway Engineer

cc: J. R. Oakes
R. N. Chase
M. Mitchell

By

CL:aw

L. H. Young
Program and Planning Engineer

9471

RECEIVED
OCT 19 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 9, 1970

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

SUBJ: Chemawa Rd.-Hickory Street Section
Salem Freeway (I-305)
Marion County

RE: Oregon Project I-305-5(-)260

Reference is made to your letter of September 30, in regard to the throughway agreement with the City of Salem, requesting data on their commitment to construct Wayside Terrace between the Freeway and Cherry Street concurrently with the State project.

Enclosed is a copy of the City of Salem Resolution No. 70-1 adopted January 12 by the Common Council which verifies their commitment to concurrent construction of this portion of Wayside Terrace.

Very truly yours,

R. L. PORTER
State Highway Engineer

By

FRANK L. HALL
Design Engineer

Enclosure
cc: F. B. Klaboe - Assignment No. 3763

RECEIVED
OCT 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 30, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(-)260
Chemawa Road - Hickory St. Section (Salem Spur)
Throughway Agreement - City of Salem

The proposed throughway agreement with the City of Salem transmitted with Mr. Cox's September 23, 1970 letter has been reviewed and while it is found generally satisfactory it was noted that no mention was made of a city commitment to construct their portion of Wayside Terrace between the Freeway and Cherry Street concurrently with the State project. We feel that this construction is necessary to justify the Wayside Terrace undercrossing structure.

Perhaps this is covered some other way - if so please advise.

10-7-70

RTNED TO
Coy - Hall - Jones
Please answer

Hall
A. Olson
Wills
Hackleman
Carstensen
Hayes

RECEIVED
OCT 8 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

RECEIVED
OCT 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-305

city of SALEM, OREGON

TELEPHONE (503) 581-5123 • ZIP CODE 97301

January 16, 1970

Mr. Si Cox, Engineer
County-City Division
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

I am enclosing herewith a certified copy of City of Salem Resolution No. 70-1, declaring the City's intention to construct a portion of Wayside Terrace in conjunction with construction of I-305 freeway.

This resolution was adopted by the City Council at its last regular meeting of January 12, 1970.

Very truly yours,

Betty J. Marsh
City Recorder

Enclosure 1

1
2
3

RECEIVED
JAN 19 1970
ENGINEER
COUNTY & CITY DIVISION

1-19-70
Copies: Design - Traffic
Admin.

REFERRED TO
Olson
Design Engr.

OREGON'S CAPITAL

CERTIFICATION

STATE OF OREGON)
COUNTY OF MARION) ss
CITY OF SALEM)

I, BETTY J. MARSH, hereby certify that I am the duly appointed, qualified and acting Recorder of the City of Salem, Oregon; and

I FURTHER CERTIFY that the attached photocopy of City of Salem Resolution No. 70-1, adopted by the City Council on January 12, 1970, has been prepared by me, compared with the original thereof and is a true and correct copy of the original and of the whole of said Resolution No. 70-1.

WITNESS MY Hand and the Seal of the City of Salem, Oregon this 16th day of January, 1970.

Betty J. Marsh
City Recorder

RECEIVED
JAN 19 1970

RESOLUTION NO. 70 1

WHEREAS, the State Highway Department is commencing the final design of the penetrating freeway spur into the City of Salem commonly referred to as I-305; and

WHEREAS, the preliminary design of I-305 indicates an over-crossing structure over the Interstate 5 freeway at Wayside Terrace; and

WHEREAS, the Bureau of Public Roads may construct at federal expense overcrossings for future streets wherein the local government indicates that it intends to construct the roadway portion connecting the overpass at some future date; and

WHEREAS, the Oregon State Highway Department has requested that the City of Salem indicate its intention to construct said extention of said Wayside Terrace in the future; NOW, THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL
OF THE CITY OF SALEM, OREGON:

THAT the City of Salem does hereby go on record that it shall construct concurrently with the I-305 penetrating freeway construction that portion of Wayside Terrace between the over-crossing and Cherry Avenue which said construction shall consist of approximately 1,000 feet of two-lane section with an asphaltic surface and gravel shoulders and ditches; and

BE IT FURTHER RESOLVED that the City of Salem does hereby express its intention that in the future, and to conform with Salems long range capital improvement plan, the city shall extend Wayside Terrace from Portland Road to connect with the easterly side of the overcrossing.

ADOPTED by the Common Council this 12th day of January, 1970.

APPROVED FOR AGENDA

JAN 8 1970

BY: RSW

ATTEST:

CITY RECORDER

RECEIVED
NOV 28 1970
FOR FILING
Contract
Fed Aid
Interst
I 305

4 t

October 6, 1970

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

9-30-70

MISC. CONTRACTS and
AGREEMENTS No. 2

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Chemawa Road-Hickory Street Section of the Salem Freeway (I-305).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agreement att.)

RECEIVED
SEP 2 - 1970
FOR FILING

Const
Fed Aid
Interstate

I-305

Chemawa Rd
Hickory St

September 1, 1970

Oregon State Highway Commission

Gentlemen:

The Marion County Board of Commissioners has executed an agreement concerning construction of the Chemawa Road-Hickory Street Section of the Salem Freeway (I-305).

This agreement provides for construction and maintenance of the project by State and covers right-of-way acquisition, grading, base, paving, signing and structures. The County concurs with the State's recommendations pertaining to the closure of certain streets and roads, and also agrees to cooperate to effect the relocation or adjustment of any utilities or facilities which may be in conflict with the plans for the project. Upon completion of construction, the County agrees to assume jurisdictional responsibility for newly constructed frontage roads and intersecting roads lying outside the corporate lands of the City of Salem.

The proposed project has a preliminary estimate of $22 million but has not been put on any construction schedule. I recommend your approval of and request authority for the Secretary to sign the agreement for and on your behalf. There will be a companion agreement with the City of Salem at a later date.

This matter will be presented for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

bc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
L. H. Young
I. D. Merchant
D. H. Moehring
H. S. Cox
R. D. Asburry

RECEIVED
OCT 8 1970

Form FHWA-321 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Central
Fed Aid
Interstate

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 30, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

I-305

SUBJECT: Oregon Project I-305-5(-)260
Chemawa Road - Hickory St. Section (Salem Spur)
Throughway Agreement - City of Salem

3703

The proposed throughway agreement with the City of Salem transmitted with Mr. Cox's September 23, 1970 letter has been reviewed and while it is found generally satisfactory it was noted that no mention was made of a city commitment to construct their portion of Wayside Terrace between the Freeway and Cherry Street concurrently with the State project. We feel that this construction is necessary to justify the Wayside Terrace undercrossing structure.

Perhaps this is covered some other way - if so please advise.

10-7-70

REFERRED TO
Coy - Hall - Jaeger
BY ASST. STATE HIGHWAY ENGR.
Please answer

RECEIVED
OCT 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Fed

NOTED
BOX CORRECTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9491

L. 7

RECEIVED
SEP 30 1970
FOR FILING

Const
Fed Aid
Interstate
I - 305

Chemawa Rd - Hickory

MEMO TO FILE

September 28, 1970

In a telephone conversation this date, Mr. Glen Green of the Federal Highway Administration was consulted concerning State's relinquishment of title to the various political subdivisions within the State, as mentioned in his letter dated September 9, 1970, a copy of which is attached.

The consultation resulted in agreement that ORS 271.330(1) would appear in each applicable case as a part of the RECITALS and that no mention of PPM 80-5 would be made.

In compliance with this verbal agreement with Mr. Green, we have devised the following paragraph to be included in the RECITALS of each applicable agreement draft.

> "By the authority granted in ORS 271.330(1) State, or any political subdivision within the State, has the express power to relinquish the title to any of its property to any other governmental body or political subdivision within the State, provided such property shall continue to be used for public purposes."

Mainor C. Holmes

Mainor C. Holmes
Office Engineer
County and City Section

MCH:ljt

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
L. H. Young
Frank Hall
R. N. Bothman

NOTED
R. L. PORTER

RECEIVED
SEP 28 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1970

Chief
Fed Aid
Assist

I-305

September 18, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 08-35-EC, Oregon Project I-305-1(-)
Chemawa Road-Hickory Street Section
Marion County

Your letter of September 9 indicated concern regarding a provision that Marion County construct Ridge Drive concurrent with Interstate construction. This has been accomplished by the attached letter.

You also advised that relinquishment by the State of any facilities shown in orange on the agreement map must be in accordance with the requirements of paragraph 2c, PPM 80-5, and further mention that this should be a part of the agreement.

We wish to point out that State law offers certain provisions for relinquishments and, in this instance, grants to the State the right to assume jurisdiction of county roads needed in project construction.

We also wish to point out that there are approximately 260 local entities of government in Oregon to be considered and we wish to avoid any reference to Federal memos if possible. Instead, we are requesting that you provide a suggested paragraph pertaining to relinquishment that we may incorporate into future agreements.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. H. Young
Frank Hall
R. N. Bothman
H. S. Cox
DNH:mm srb
Att.

I-305

JOHN A. ANDERSON, P. E.
DIRECTOR OF PUBLIC WORKS
AND COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

Marion Co

NATIONAL ASSOCIATION NACE COUNTY ENGINEERS
CHARTER MEMBER

DEPARTMENT OF PUBLIC WORKS
COUNTY OF MARION
COURTHOUSE
SALEM, OREGON 97301

AREA CODE 503
364-4401, EXT. 53

September 10, 1970

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

In response to your letter of September 8, 1970, regarding the construction of the proposed extension of Ridge Drive in conjunction with the State's construction of the freeway, the Board of Commissioners will place this project on the program for improvement to be done concurrently with the State's improvement.

Very truly yours,

John A. Anderson
Director of Public Works

im
cc:Board of Commissioners

RECEIVED
COUNTY & CITY [illegible]
SEP 11 1970
ENGR. [illegible] UE
UPE CE [illegible] RPE

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 9, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-1(-)
Chemawa Road - Hickory Street Section
Proposed Throughway Agreement

Our review of the advance copy of the proposed throughway agreement with Marion County for the subject project has generated the following comments:

The agreement should include a provision that the County will build the adjustments in Ridge Drive concurrently with the Interstate construction. – OK see letter from County 9-10-70

Any relinquishment by the State of any of the facilities shown in orange on the agreement must be in accordance with the requirements of Paragraph 2c of PPM 80-5. We believe this agreement should mention this requirement. – ? what do they want!? State law requires & covers this!

ENGR. UPE CE

9-15-70

RETURNED TO

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 16 1970
FOR FILING

Cover
Fed Aid
Interest

I 315
Clearance Rd - Thickory St

September 15, 1970

Mr. George Bewley
4500 Martin Way
Olympia, Washington 98501

Dear Mr. Bewley:

In reply to your letter of September 7, we are pleased that we may inform you that a description for the appraisal and acquisition of your property has just been transmitted to our District Right of Way Office, which is under the supervision of Mr. Rod J. Henry, District Right of Way Supervisor, Oregon State Highway Division, 212 East Salem Highway Building, 2960 State Street, Salem, Oregon, 97301, telephone 378-2641.

By the time a competent appraiser is hired and his appraisal is reviewed by our senior appraisers, we estimate that it may be as much as ninety days before we can make you an offer. However, if there is any way we can help you in the meantime, please do not hesitate to contact this office or Mr. Henry.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
D. H. Moehring
Rod J. Henry (enc.)

JRO:gz ja

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 11, 1970

To: Mr. Tom Edwards
Deputy State Highway
Engineer

B U I L D I N G

SUBJECT: Draft Reply
44594
Chemawa Rd.-Hickory Street
Salem Spur
Marion County

Attached for your consideration is a draft reply to Mr. George H. Bewley in reply to his September 7, 1970, letter addressed to Mr. Porter concerning hardship consideration.

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

Attachment

cc D. H. Moehring
Rod J. Henry

RECEIVED
SEP 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52475-734

44594

Sept. 7, 1970

Edwards

Mr. Rod Porter
State Highway Engineer
Highway Division
Salem, Ore.

Dear Sir,

We own a house and lot just off Candlewood Dr. on Pleasentview Dr.,N.E. At the N.W. corner of Block 12, Arnold Subdivision, Marion County, Ore.

This property will be taken for the spur from Interstate 5 to west Salem.

I am a construction carpenter which means I do not work steady the year around.

Since is condemned for a road by the Highway Dept. we cannot return to Salem should we become too long unemployed we need money to emprove a small acreage here in Washington - drilling a well, puting down a sceptic tank etc.

At present we are paying rent.

We are asking to be considered as eligible for an early settlement on the Salem property.

Respectfully,

George H. Bewley

Our address is:
George H. Bewley
4500 Martin Way
Olympia, Washington 98501

RECEIVED
SEP 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1970

Form FHWA-12 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 9, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-1(-)
Chemawa Road - Hickory Street Section
Proposed Throughway Agreement

Our review of the advance copy of the proposed throughway agreement with Marion County for the subject project has generated the following comments:

The agreement should include a provision that the County will build the adjustments in Ridge Drive concurrently with the Interstate construction.

Any relinquishment by the State of any of the facilities shown in orange on the agreement must be in accordance with the requirements of Paragraph 2c of PPM 80-5. We believe this agreement should mention this requirement.

NOTED
JOM EDWARDS

9-15-70

REFERRED TO
Cy
By Asst. State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9441.

RECEIVED
AUG 19 1970

FORM FHWA-1240
REV. 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1 [XXX] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

8-15-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 6, 1970	INTERSTATE ROUTE 305
		STATE ROUTE NUMBER: CHEMAWA ROAD TO HICKORY ST. SECTION

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF RIGHT OF WAY AS REQUESTED IN MR. YOUNG'S AUGUST 3, 1970 LETTER. THIS AUTHORIZATION IS LIMITED TO THE ACQUISITION OF ONLY ENTIRE TAKINGS AND IS SUBJECT TO THE BUILDING DEMOLITION BEING ACCOMPLISHED IN ACCORDANCE WITH THE APPROVED PROPERTY DEMOLITION PLAN DATED MAY 25, 1970.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION COSTS BUILDING DEMOLITION
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. D. A. TERBELL'S FEBRUARY 16, 1970 PHASE II RELOCATION PLAN FOR THE SUBJECT PROJECT IS APPROVED WITH THE UNDERSTANDING THAT NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

THE USE OF THE LOCAL REGIONAL OFFICE FOR RELOCATION ACTIVITIES IS APPROVED PROVIDED TRANSPORTATION IS FURNISHED TO RELOCATEES, IF REQUIRED, AS PART OF THE RELOCATION ADVISORY ASSISTANCE.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

AUG 4 - 1970

FOR FILE

Local
Fed Aid
Interstate

I 305

August 3, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Project No. I-305-5(2)260
Chemawa Road-Hickory St. Section
(Right of Way)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of right of way, including incidental and relocation costs for the subject project. The approximate right of way limits are as outlined in red on the enclosed copies of the design map.

Attached is a copy of the relocation study report of Feb. 16, April 29 and June 18, 1970, and your approval of the report is requested. Mr. Oakes' memo of July 30, 1970, states that relocation will be handled out of Mr. Red Henry's office in the East Salem Highway Building.

We also request your authorization to proceed with the building demolition as programmed in accordance with the procedures for demolition outlined in our letter of May 25, 1970, which was approved by your letter of May 28, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: J. R. Oakes
R. N. Chase
M. Mitchell

CL:ia

RECEIVED
JUL 22 1970
FOR STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 20, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97310

File No. 44269 - Howard
Chemawa Rd. - Hickory Street
Section
Salem Freeway
Project I-305-5(2)260

Dear Sir:

Reference is made to your letter of June 5, 1970 referring to the above captioned file and your reference 08-35.7.

Please be advised that new comparables were developed for this file and a new additive in the amount of $3,170 resulted from this revision. It is hoped that these new comparables will meet your requirements.

Very truly yours,

D. H. MOEHRING
Right of Way Engineer

J. J. SMITH
Relocation Supervisor

JJS:jh

cc R. L. Porter
F. B. Klaboe
T. Edwards
L. H. Young
V. E. Skoog
Rod Henry

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 15 1970

Form FHWA-121 (12-67)

FOR FILING STATES GOVERNMENT

Memorandum

Const
Field Unit
Dist.

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 5, 1970

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-305-5(2)260
Chemewa Road - Hickory Street Section
File 44269 - Howard

2626
3136
3309

The Replacement Housing Additive Report in the amount of $2530 is supported by comparable offerings Number 2 and Number 3 which are not in a similar neighborhood as required by Paragraph 9b(2)(f) of IM 80-1-68. Comparable Number 3 is on a busy street and adjoins a drive-in restaurant. Comparable Number 2 is located on a busy highway.

As the basis for Federal participation we request that the file be documented with comparable offerings that are in a neighborhood that is comparable to the subject neighborhood. Your comments are requested.

N O
F. B. KLABOE

RECEIVED
JUN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Moehring
Young
6-9-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 6 - 1970
FOR FILING

Const
Fed Aid
Interstate

I-305

July 17, 1970

Board of County Commissioners
Marion County
Courthouse
Salem, Oregon 97301

Attention: T. Harold Tomlinson
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Design Resolution No. 365a" adopted by the Highway Commission on July 7, 1970, covering the Chemawa Road-Hickory Street Section of the Salem Freeway (I-305) in Marion County.

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

see
Attachments

7-13-70

RECEIVED
JUL 20 1970
FOR FILING

FORM FHWA-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-305-5(2)260

STATE PROJECT NO.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
603

COUNTY NAME
MARION

PROGRAM STAGE (Check)
[ ] 1 [xxx] 2

TO:
Fed Aid
Interstate
I-305

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JULY 9, 1970	INTERSTATE ROUTE I-305 CHEMAWA-HICORY ST.(SALEM SPUR)SECTION

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF TWO PARCELS, FILE NUMBERS 44442 - COMMONWEALTH INC., AND 44448-EIDE, AS REQUESTED IN MR. YOUNG'S JUNE 30, 1970 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [xx] OTHER (Specify) RELOCATION PAYMENTS.
- [xx] ACQUISITION OF RIGHT-OF-WAY — FILE # 44442-COMMONWEALTH, INC. / FILE #44448-EIDE
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

1-17-76

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 13, 1970		~~FOR~~ DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 1 - 1970
HIGHWAYS

Const
Fed Aid
Interstate

I 305-5(2)260

June 30, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Project No. I-305-5(2)260
Chemawa-Salem Section
(Files 44442-Commonwealth Inc. &
44448-Eide)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of the above-listed properties on the basis of hardship. The properties are included in the right of way as programmed on the subject project.

We are enclosing a copy of Mr. Oakes' memo of June 25, 1970, with attachments which set forth the estimated cost of the properties, the hardships which exist, and a sketch map showing the location of the properties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:ia

cc: J. R. Oakes
R. N. Chase
M. Mitchell

9491

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RECEIVED
JUL 6 - 1970
FOR FILING

Cmst
Fed Aid
Interstate

I-305

2626
3136
3319

July 3, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and we have requested or received design approval from the Bureau of Public Roads on each project that will be utilizing federal-aid funds.

Chemawa Road-Hickory Street Section, Salem Freeway (I-305). This is the Salem Interstate Spur to be constructed with two 24-foot travel ways separated by a variable median with 6-foot inside shoulders and 10-foot outside shoulders. The corridor and design hearings were held July 11, 1968 and March 5, 1970, respectively. The Bureau of Public Roads approved the design June 17, 1970. The length of this project is 4.11 miles and the estimated cost for construction $12,500,000 and right-of-way $1,750,000, totals to $14,250,000.

Forest Boundary-Little Beech Creek Section, Pendleton-John Day Highway. The work involves reconstructing the existing highway to a two-lane section consisting of two 12-foot travel lanes with 4-foot shoulders. This is a bond project approved by the State Emergency Board June 19, 1970. Hearings will not be required. The length of this section is 4.32 miles and the total estimated cost is $1,335,000 (Construction $1,300,000, Right-of-Way $35,000).

Ave Avenue-Burnside Section, Mt. Hood Highway. This is a cooperative construction-finance project which agreement was approved December 17, 1968. The project will consist of widening the existing facility to a 72-foot curbed street section which will accommodate four lanes of traffic. The section is 1.65 miles in length and the total estimated cost is $1,800,000 (Construction $800,000, Right-of-Way $1,000,000). The project will be shared on the basis of 75 percent State - 25 percent City. The hearing was held March 19, 1970, and a formal request for design approval was forwarded to the Bureau of Public Roads June 16, 1970.

Patterson Street-Klamath Falls, Malin Junction Section, Klamath Falls-Lakeview Highway.

The reconstruction of this section consists of widening the existing facility to a four-lane highway composed of two 24-foot travel ways separated by a 4-foot median with 10-foot outside shoulders. The hearing was held April 15, 1970, and design approval requested of the Bureau of Public Roads June 24, 1970. This section is 1.22 miles in length and the total cost is $715,000 (Construction $600,000, Right-of-Way $115,000). Finance approval on Program XII was obtained December 23, 1969.

Maps of these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachments

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
H. S. Coulter
L. W. Rulien
J. F. Putnam

BLG:aw fn

RECEIVED
JUN 22 1970
FOR FILES

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: June 17, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-305-5(-)260
Chemawa Road to Hickory Street (Salem) Section
Design Approval

Design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject project subject to the following conditions:

1. Only one undercrossing structure is approved for Federal participation at either Verda Lane or Claxter Road but not at both.

2. A frontage road should be added on the easterly side between Claxter Road and Verda Lane in lieu of one of the undercrossing structures not approved.

3. As mentioned in our May 13 memorandum your request for right of way authorization and approval of the relocation plan must also include information on the availability of replacement rental housing.

This design approval is based on the design report, preliminary plans and profile, and related data furnished with Mr. Young's June 1 letter as well as previous letters and discussions with out district and area engineers on this subject.

6-22-70

REFERRED TO
Young
ASST. AREA ENGR.

Barbara - Please see me

FILE

RECEIVED
JUN 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4491

RECEIVED
JUN 30 1970
FORM E-30 (12-67)
FOR FILING

Const
Fed Aid
Interstate

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1970

SUBJECT: Chemawa Road-Hickory Street Section
Salem Freeway (I-305)
Marion County

To: MEMO TO THE FILES

I 305

2626
3136
3309

An informal meeting was held with Mr. Kuenzi, Assistant Director of Public Works, Marion County, and Mr. Graham, County Surveyor, in regard to design items on the County portion of Interstate 305.

At Chemawa Road, the County wants us to hold the center of the crossing of the Oregon Electric as the west control point, and they are going to contact the Chemawa Indian School people to determine what control should be used as the control point in crossing the SPRR on the east. They expect to make this contact after July 1.

At Keizer Road, the County requested that we eliminate the Keizer Road structure, retain the frontage road from Keizer Road to existing Ridge Drive and provide a structure over the freeway for a new "Ridge Drive", but put it on the east side of the Oregon Electric Railroad instead of on the west as it presently exists. The County will provide the connecting road from Chemawa Road to Keizer Road which will utilize the structure.

They requested that we eliminate the Claxter Road structure, provide a structure at Verda Lane and a frontage road from Claxter Road to Verda Lane on the east side of the freeway.

An agreement map is being prepared on this basis and will be supplied to Mr. Cox as soon as it is ready so that the County and City agreements can be prepared.

D. J. Barbee
Design Engineer

RECEIVED
JUN 30
OFFICE OF
ENGINEER

By A. D. Olson
A. D. Olson
Preliminary Design Engineer

ADO:jp
cc: F. B. Klaboe
R. D. Asburry
H. S. Cox

OREGON STATE HIGHWAY DIVISION

DESIGN HEARING MAP

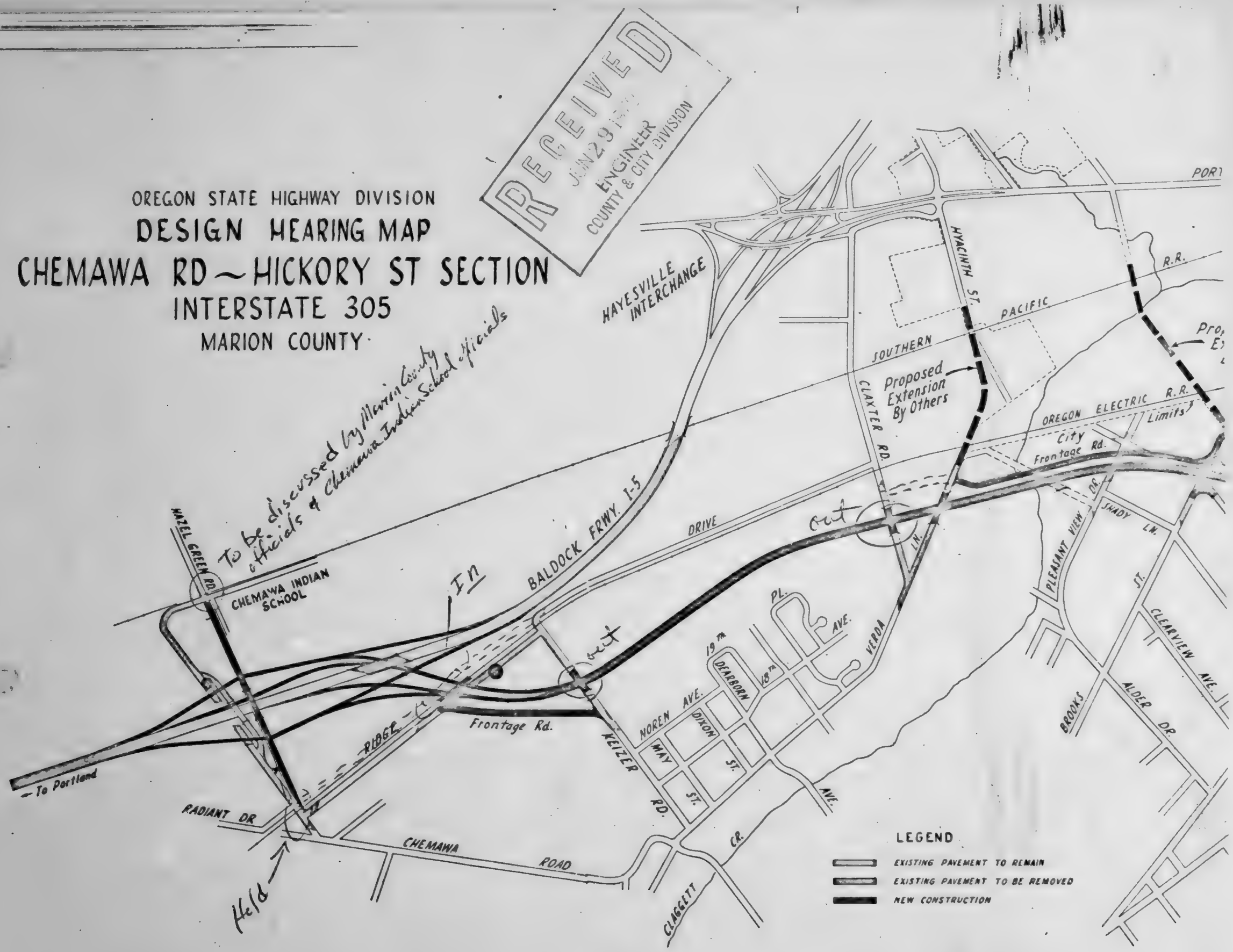
CHEMAWA RD ~ HICKORY ST SECTION

INTERSTATE 305

MARION COUNTY

RECEIVED
JUN 29 19
ENGINEER
COUNTY & CITY DIVISION

To be discussed by Marion County officials & Chemawa Indian School officials



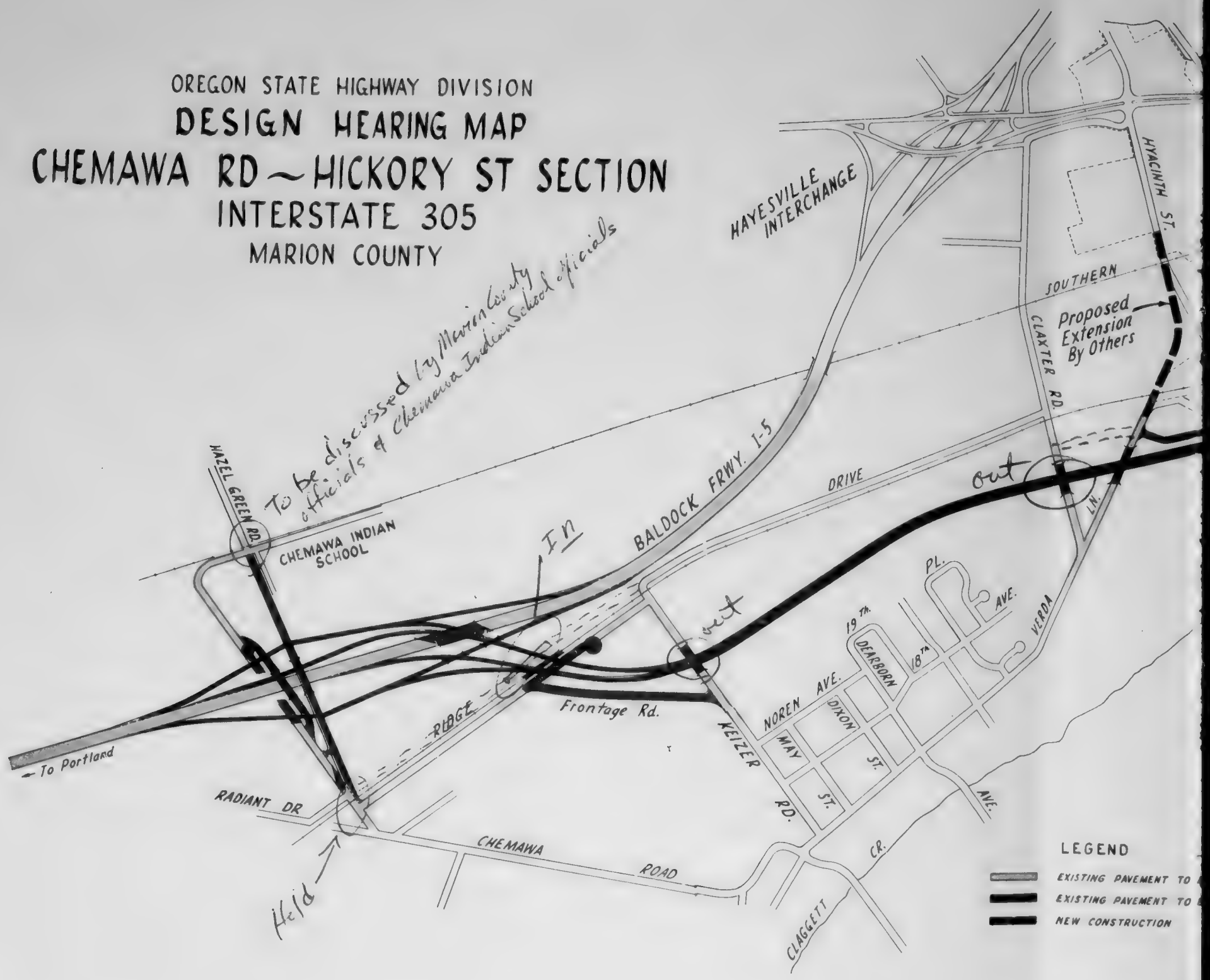
OREGON STATE HIGHWAY DIVISION

DESIGN HEARING MAP

CHEMAWA RD ~ HICKORY ST SECTION

INTERSTATE 305

MARION COUNTY



PORTLAND ROAD
HYACINTH ST.
R.R.
PACIFIC
SOUTHERN
SALEM
Proposed Extension By Others
Proposed Extension By Others
OREGON ELECTRIC R.R.
City Limits
Frontage Rd.
CLAXTER RD.
WAYSIDE
HOLGATE
TERRACE
By Others
LOG POND
HICKORY
PINE
BROADWAY
TRYON AVE.
TAYLOR ST.
BLILER AVE.
4TH
NE
ST.
LIBERTY
ST.
COMMERCIAL
FRONT
SHANGRI-LA
PLYMOUTH DR.
APPLEBLOSSOM
WEEKS
AVE.
2ND
DR.
AVE.
PLEASANT VIEW
DR.
SHADY LN.
CANDLEWOOD
ST.
CLEARVIEW AVE.
SHADY LN.
DR.
BROOKS
ALDER DR.
CHERRY
RIVER RD.
VERDA
AVE.
LN.
MARION CO.
POLK CO.
RIVER
WILLAMETTE
LEGEND
EXISTING PAVEMENT TO REMAIN
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION

SALEM

PORTLAND ROAD

R.R.

Proposed Extension By Others

ELECTRIC R.R.

Limits

WAYSIDE

Rd.

SHADY LN.

HOLGATE TERRACE

By Others

CANDLEWOOD DR.

SHADY LN.

CLEARVIEW AVE.

ALDER DR.

CHERRY

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SHANGRI-LA AVE.

PLYMOUTH DR.

APPLEBLOSSOM DR.

WEEKS 2ND DR.

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HICKORY

PINE

BROADWAY

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COMMERCIAL

FRONT

MARION CO.

POLK CO.

RIVER

WILLAMETTE

DOCUMENT MISSING

NOT FILMED

DOCUMENT NUMBER: 9491 # 1

Chemawa Rd. - Hickory St. Loc.

9491.

L.

RECEIVED
MAY 22 1970
FORM E-30-X (12-67)

FOR FILES

Final
Left Hand
Turnout

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1970

SUBJECT: Chemawa Road-Hickory Street Section
Salem Freeway (I-305)
Marion County

To: Mr. David H. Moehring
Right of Way Engineer
Building

2626
3136
3304

As requested following your recent meeting with representatives of Chemawa Indian School, we have prepared a preliminary right of way map indicating the approximate taking through that property. There are several problems to be solved before a detailed right of way description can be prepared through this area and I would anticipate that it will be at least three months, possibly more, before it will be available. It is not anticipated that there will be a noticeable difference from the maps enclosed.

The right of way which will be required has been outlined in orange and tentative access control lines have been indicated. Certain remainders have been outlined in green and an individual value of these is also desired since there has been some interest by the Council of Government of retaining these areas for open space, et cetera.

If you have any questions please contact me.

D. J. Barbee
Design Engineer

By A. D. Olson

A. D. Olson
Preliminary Design Engineer

ADO:jp
Enclos.
cc: F. B. Klaboe
R. D. Asburry

RECEIVED
MAY 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 13, 1970

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa - Salem Section

Assistant Right of Way Engineer John R. Oakes has forwarded a revised Phase II Relocation Report which indicates that at the present time there is an adequate supply of homes for sale to accommodate families that will be displaced on this project.

The amended report did not include any information concerning the present lack of availability of rental replacement housing. This problem was outlined in the original Phase II report. At such time as the State requests right of way authorization and approval of the relocation plan please include information on the availability of rental replacement housing.

5-15-70

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9491

Mr. Query

RECEIVED
MAY 5 - 1970

Final Cost
Federal Interest

9 30 s

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 1, 1970

To: Mr. D. H. Barbee
Design Engineer

SUBJECT: Addendum
Phase II Relocation Report
Chemawa-Salem Section
I-305 Highway
Marion County

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

B U I L D I N G

The Bureau of Public Roads has requested that we reexamine the Phase II Relocation Report that was sent to you on February 17, 1970.

The request was due to the fact that we indicated there might be some trouble in relocating the families affected by this route.

As you will notice from the attached Phase II Relocation Report our reexamination shows that homes in the right price classes are presently available and that we should be proceeding to acquire all the entire takings within this corridor at this time.

I am sending a copy of this letter to Mr. Young as well as Mr. Simpson so that everyone will be informed of the critical nature of this information.

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:GZ
cc R. E. Simpson/w/att.
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young/w/att.
Floyd Query
H. S. Cox
R. L. Schroeder/w/att.

NOTED
FLOYD QUERY

RECEIVED
APR 24 1970
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 21, 1970

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(2)260
Chemawa-Salem Section

Review of the right of way program indicates that the estimated cost of right of way acquisition is $3,440,000 and will require acquisition of 155 files involving relocation of 92 families, 1 farm and 13 businesses.

Due to the size of the right of way project and the large number of persons to be relocated, it would be advantageous to start acquiring entire takings at the earliest possible date. The Phase II relocation plan indicates there is a shortage of rental housing and houses for sale in the lower-price categories. We suggest a further Phase II study be made to give consideration to multiple listings and listings by local realtors in order to come up with a workable relocation program.

Development of an acceptable relocation plan would permit you to request authority to acquire entire takings on this project by submitting a right of way map showing the proposed general limits of the right of way. A detailed right of way plan to meet the requirements of Paragraph 4h of PPM 40-3.1 would not be required until design is further advanced and the State desires to acquire partial takings.

The necessity to relocate all persons in decent, safe, and sanitary housing makes it imperative that right of way acquisition start at an early stage. We request your comments as to the possibilities of developing a workable relocation plan and requesting authorization to start acquisition of entire takings.

RECEIVED
APR 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLAUSE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 30 1970
FORM E-30 (12-67)
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1970

SUBJECT: Chemawa Road-Hickory Street Section
Interstate 305 (Salem Spur)
Marion County

To: MEMO TO THE FILES

The design hearing on the above project was held March 5, 1970 at 2:00 pm in the 4-H Auditorium at the Fairgrounds in Salem. Approximately 100 persons attended.

Representatives of the Marion County Planning Commission, Mid-Willamette Valley Council of Governments, Marion County-Polk County and Salem Planning Commission, and the Salem Area Transportation Study spoke in favor of the project. The President of the Salem Area Chamber of Commerce and the Mayor of Salem were also in favor of the proposed project.

Individuals who spoke for the various agencies were in favor of the project, but went further in that they requested that the project be extended to include another bridge across the Willamette River. They felt that the crossing should be at Pine Street.

The rest of the comments at the hearing and those received in letters after the hearing were in regard to personal problems. These problems will have to be taken care of in the right of way negotiations.

Donald E. Keyes

Donald E. Keyes
Preliminary Rural Supervisor

DEK:jp
cc: F. B. Klaboe
F. E. Terpin

RECEIVED
APR 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ITEM NUMBER 4-75

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-21-70

BY (Signature): MR. YOUNG'S APRIL 17, 1970 LETTER

TITLE: PLANNING & PROGRAM ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ___ THRU ___ ITEM NO.	PROJECT NOS.	STAGE 2 ITEM NOS. 603 THRU ___ LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
603	I-305-5(2)260	3.6	3,440,000	3,173,000	SALEM I-305 SPUR (CHEMAWA ROAD - HICKORY STREET SECTION)	RIGHT OF WAY

OTHER IDENTIFICATION AND/OR REMARKS (State)

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

4-21-70
4-27-70
J. Young

REMARKS (Division)

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH THE ACQUISITION OF THE TWO PARCELS, FILES 44253 - HUBER (ADAMS) AND 44269 - HOWARD AS REQUESTED IN MR. YOUNG'S APRIL 17, 1970 LETTER.

FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

RECEIVED
APR 28 1970
FOR FILING

RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
	4-21-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

9491

RECEIVED
APR 17 1970
FOR FILING

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April 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Right-of-Way Project, Item No. 603, Project No. I-305-5(2)260, Chemawa-Salem Section, which we desire to have included in the Federal-Aid Interstate Highway Program.

We further request your authorization to proceed with the actual acquisition, including incidentals and relocation assistance, for parcels 44253 - Huber (Adams) and 44269 - Howard on the basis of hardship, under the provisions of IM-20-1-69. The properties are included in the right of way as programed.

Enclosed are copies of Mr. Oakes' memorandums of April 9, 1970, with attachments, which set forth the estimated costs of the properties, the hardships which exist and sketch maps showing the location of the properties.

Your approval of the program and authorization to proceed with the acquisition of the above hardship parcels should obligate a total cost and federal funds on the project as follows:

	Total Cost	Federal Funds
Right of Way (2 parcels)	$19,000	$17,500
Relocation Assistance	8,500	7,800
Incidentals	1,500	1,300
	$29,000	$26,600

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-17-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21 65		ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(72)	REGION	STATE NAME				
	1	I-305 Jct. I-5 Approx. 1 Mi. N. Salem S.W. 3.6 Mi.			6,400	12,800	90	08	Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62		NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) 14		NUMBER 23	7
	Right-of-Way Purchase									I-		305-5(2)	
CARD 4	CLASS OF FEDERAL FUNDS					COUNTY NAME				CODE (14)			
	Interstate					Marion				047			
	NAME OF URBAN AREA 17-31					ROUTE NO.	FEDERAL-AID (32)		STATE (36)(37)	U.S.			
	Salem					I	I-305			I-305			

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS
1												
5					PE		I-305 Jct. with I-5 approx. 1 mi. N. of Salem S.W. 3.6 mi.					
							/Chemawa Rd.-Hickory St. (Salem) Section/					
5					ROW			3.6	3,440,000	3,173,000	267,000	
5					CONST (CODE)							
							PROJECT TOTALS	3.6	3,440,000	3,173,000	267,000	

CARD 1	CODE 1	PREPARED BY	REMARKS (16)(23)(24)(33)
1	14	PROGRAM APPROVAL DATES	

Additional Data: Item 396, Proj

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

4-17-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
305 Jct. I-5 Approx. 1 Mi. N. Salem S.W. 3.6 Mi.	ADT	6,400	12,800	90	08	Oregon	35	042	603

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
y Purchase								I-	305-5(2)		260	

Interstate

COUNTY NAME: Marion — CODE: 047

Salem

ROUTE NO. I — FEDERAL-AID: I-305 — STATE — U.S.: I-305

PROGRAM STAGE: [ ] 1 OR [X] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E		I-305 Jct. with I-5 approx. 1 mi. N. of Salem S.W. 3.6 mi.						Right of way purch. incl. incidental work, assistance to displaced persons & businesses and bldg. demolition. (Future 4-12' lanes H.T. pave. with 10' R and 6' L shldrs., 16' median to free loc., 11 strs.)
OW		/Chemawa Rd.-Hickory St. (Salem) Section/	3.6	3,440,000	3,173,000	267,000		
ONST (CODE)								ROW-250' minimum; Access Control-full; Parking Restrict.-complete.
		PROJECT TOTALS	3.6	3,440,000	3,173,000	267,000		

APPROVAL DATES

REMARKS

Additional Data: Item 396, Project No. I-305-5(1)260.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

CHEMAWA ROAD-HICKORY STREET (SALEM) SECTION

PROJECT I-305-5(2)260

Remarks - Continued

Location approval was given per BPR letter dated November 13, 1968 subject project I-305-5(1)260.

The design public hearing was held March 5, 1970 and request for design approval pending completion of study report.

Relocation costs are estimated as follows for 92 families, and 14 businesses.

Moving Cost (families)	$ 45,600
Replacement Housing	294,000
Moving Cost (businesses)	40,800
Incidental Cost	9,600
Total	$390,000

Building demolition is estimated at $50,000.

104(b)(5) 1970 estimate: Total estimate for right-of-way cost is $3,146,000 which includes $301,000 for relocation assistance and $42,000 for building demolition.

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RECEIVED
MAR 25 1970
FOR FILING

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I - 305

March 24, 1970

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3309

Mr. Paul R. Timmins, Acting Director
Federal Housing Administration
520 Southwest Sixth Avenue
Portland, Oregon 97204

Dear Mr. Timmins:

Re: Chemawa Road-Hickory Street Section
Interstate 305, Marion County
Your Reference: PD: E. W. Tweten

Thank you for your letter of March 18 regarding property located at 392 Tryon Avenue in Salem.

Attached is a map showing our approximate location in the area. The total property described above will be needed for right-of-way. We should have approval on this line in the near future and be appraising by late this fall.

Very truly yours,

Forrest Cooper
State Highway Engineer

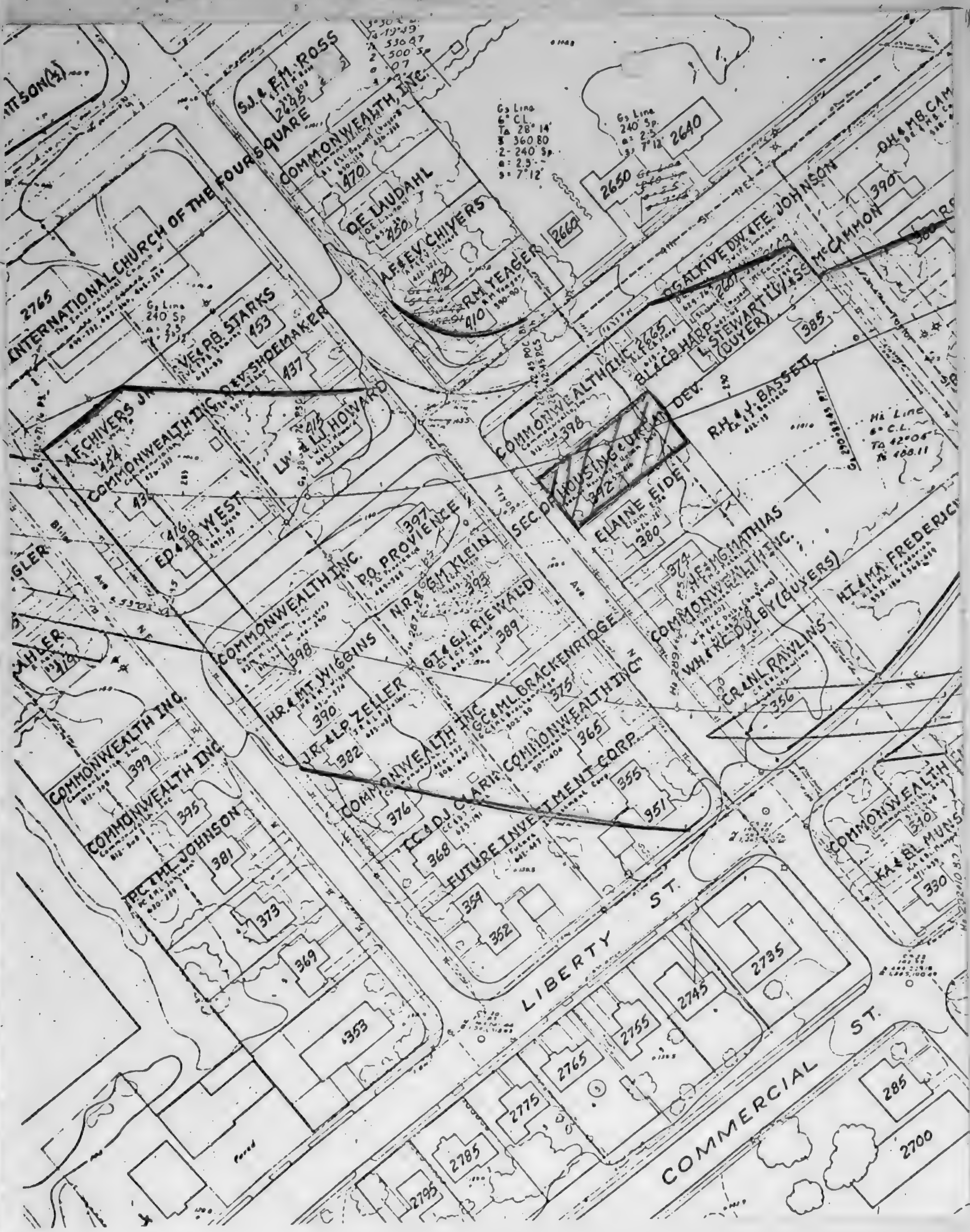
By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
D. J. Barbee
D. H. Moehring
A. D. Olson
R. D. Asburry

DNS:jp sr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COMMONWEALTH INC.
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ED & JB WEST
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LW & LJ HOWARD
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COMMONWEALTH INC.
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SEC. DR HOUSING & URBAN DEV.
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CR & NL RAWLINS
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HR & MT WIGGINS
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P.O. PROVIDENCE
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GT & GJ RIEWALD
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GM KLEIN
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N.R. &
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TC & DJ CLARK
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FUTURE INVESTMENT CORP.
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COMMONWEALTH
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KA & BL MUNS
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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

FEDERAL HOUSING ADMINISTRATION
520 Southwest Sixth Avenue
Portland, Oregon 97204

March 18, 1970

OFFICE OF THE DIRECTOR

IN REPLY REFER TO:

PD: E. W. Tweten
226-3361, Ext. 1974-5

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: FHA Case No. 431-049929-203
392 Tryon Avenue, Salem, Oregon
Lot 2, Block 12, Mapleton Addition

Dear Mr. Klaboe:

This is in regard to your letter dated November 26, 1969 in which you indicated that a design public hearing would be held within three or four months for Interstate 305 which may affect the the above captioned property.

We request that you provide us with current information as to whether you will be acquiring this property. If your plans are still indefinite, any other information you may be able to furnish as to your possible interest will be most appreciated.

Very truly yours,

Paul R. Timmins
Acting Director

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RECEIVED
MAR 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 30 1970
FOR FILING
DEPARTMENT OF THE INTERIOR

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United States Department of the Interior

BONNEVILLE POWER ADMINISTRATION
PORTLAND, OREGON 97208

March 19, 1970

In reply refer to: ELS
Salem Alumina tap line

Your reference:
Chemawa Rd - Hickory St.
Section, I-305

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Morgan:

We have received a report from the Bonneville representatives who attended the Public Design Hearing on the Interstate Highway 305 spur held on March 5. This report indicates that this project will require major modification of our Salem Alumina tap line between Structures 1/20 and 2/2, and possibly modification of Structure 1/14 due to a change in the route of the east-west section of the Chemawa Road.

Our purpose in writing you at this time is to urge that you give us as much lead time as possible on this project. This line serves a customer and is the only source capable of carrying all his loads in the area, and arrangements will have to be worked out to keep the outages to a minimum. This can be more easily accomplished if the structure modifications can be made prior to start of the highway construction.

We will appreciate your keeping us advised of the status of this project.

Sincerely,

Louis J. Cowan
Acting Chief
Branch of Land

Copies to RF Simpson
PB Klabon
DJ Barber
LH Young
IO Merchant
FO Morgan
LI Lindas
DH Moehring
EP [illegible]

STATE HIGHWAY ENGINEER

Routing
Morgan — Poole
Dixon — RECEIVED — Swan
Young — MAR 26 1970 — Olsen
Wilson — Litchfield

RECEIVED
NOV 26 1969

FOR
Const
Fed Aid
Interstate

I-305

2626
3136

November 25, 1969

Mr. Oscar Pederson, Director
Federal Housing Administration
520 Southwest Sixth Avenue
Portland, Oregon 97204

Dear Mr. Pederson:

Re: North Salem Connection, Interstate 305
Marion County
Your Reference: PD: R. W. Marcus

This is in reply to your letter of November 18 concerning property located at 392 Tryon Avenue and our plans for Interstate 305.

We expect to have a design public hearing within three or four months. If our present design is retained, we will need the above described property for right-of-way.

A copy of your letter will be kept on file so that we can be alerted to purchase as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K3136
D. J. Barbee
A. D. Olson
D. H. Moehring - Enc.
R. D. Asburry

DNS:jp srb

I305
ROSE HAVEN
TRL. COURT

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

FEDERAL HOUSING ADMINISTRATION

520 Southwest Sixth Avenue
Portland, Oregon 97204

OFFICE OF THE DIRECTOR

November 18, 1969

IN REPLY REFER TO:
PD: R. W. Marcus
226-3361, Ext. 1974-5

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: FHA Case No. 431-049929-203
392 Tryon Avenue, Salem, Oregon
Lot 2, Block 12, Mapleton Addn.

Dear Mr. Klaboe:

Our file contains your letter dated December 20, 1968 wherein you apprised that the above captioned property lies in the path of one of three alternate routes for the proposed new I-305 Freeway and that it will be six to nine months before details of the route are determined.

We request current information as to whether a route has been selected in order that we may be able to make our determination as to the disposition of this property. Your letter suggested that it would be prudent to rent this property during the interim period while a decision was being reached as to which route would be selected. Although the property is tenant occupied at the present time, continued holding of title to the property is not in accordance with our procedures since we would prefer to return it, through a public sale, to private ownership. Any information you may be able to furnish regarding the interest that the State Highway Department may have in the location of this property will be most appreciated.

Very truly yours,

Oscar Pederson

Oscar Pederson
Director

RECEIVED
NOV 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

9-191

RECEIVED
MAY 9 - 1969

FOR FILING
Cover
Fed Aid
Interstate

I-305
Chemawa - Hickory

May 8, 1969

City of Salem
City Hall
Salem, Oregon

Attention: Miss Betty J. Marsh
City Recorder

Gentlemen:

Attached for your records is a copy of "Corridor Route Survey Resolution No. 365" covering the location of the Chemawa Road-Hickory Street Section of Interstate 305 in the city of Salem.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc V. D. Wolfe

RECEIVED
DEC 23 1968

FOR FILING

Central
Fed Aid
Interstate

I - 305-

2626

December 20, 1968

Mr. Oscar Pederson, Director
Federal Housing Administration
520 Southwest Sixth Avenue
Portland, Oregon 97204

Dear Mr. Pederson:

Re: FHA Case No. 431-049929-203, 392 Tryon Avenue
Salem, Oregon (Lot 2, Block 12, Mapleton Addition) Your File: PD: E. W. Tweten

This is in answer to your letter of December 6 regarding the possible acquisition of this property by the State for construction of the new I-305 freeway.

Enclosed are three copies of a corridor hearing map which shows three alternate routes for this freeway. At present, we are making a further, more detailed investigation of Alternate Route No. 3, which could possibly include this property.

It will probably be six to nine months before the final details of the route are determined and acquisition of right-of-way can begin. In view of this, it would appear prudent to rent the subject property for the interim period.

If possible, the State would appreciate ten days' notice before offering to the general public. If we have displaced persons interested, we could determine their desires during this period. Any such notice should be directed to D. H. Moehring, Right of Way Engineer, State Highway Building, Salem, Oregon 97310.

Thank you for your cooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 2626
L. H. Young
D. H. Moehring - Enc.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

FEDERAL HOUSING ADMINISTRATION
520 Southwest Sixth Avenue
Portland, Oregon 97204

December 6, 1968

8136

OFFICE OF THE DIRECTOR

IN REPLY REFER TO:
PD: E. W. Tweten

226-3361, Ext. 1974-5

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97301

Re: FHA Case No. 431-049929-203
392 Tryon Avenue
Salem, Oregon
(Lot 2, Block 12, Mapleton Addition)

Dear Mr. Cooper:

The above property was acquired by us, reconditioned and placed on the market on November 27, 1968. We have now been advised by a real estate broker that it may be in the path of the new U-305 Interstate Highway.

If the property does lay within the path, we must remove it from the market in order to allay the possibility of selling to a family which will shortly be displaced. We would appreciate advice from you as to whether or not U-305 will take this property. In any event, we would like to have a map reflecting the course the U-305 will take so that we will not again recondition a property which is in its path.

On the presumption that the property will be acquired by the State, will you be kind enough to give us the following information:

1. On what date will the State begin acquiring U-305 properties?

2. If the date is more than a few weeks away, can the State acquire this property from us now or at an early date? The program under which we operate on acquired properties calls for rapid reconditioning and the return of properties to private ownership. Holding properties on hand for an extended length of time is foreign to our aims in that it is our intent to "manage" properties only for the minimum possible time.

We presently have three Portland dwellings on hand at 9608 S. E. Knight Street, 8698 S. E. Hinkley and 143 S. E. 95th with respective acquisition dates of August 1966, January 1968 and July 1968. We would like to avoid adding homes to this category as they create a hardship in our disposition program.

3. If the State cannot acquire this property at an early date, we will rent it to obtain as much money as we can on our investment. Would the State like us to give precedence on renting to families which will be displaced either through acquisition of properties for highways or other reasons? As you know, we presently give precedence to displaced families in the sale of acquired properties.

We would appreciate sincerely the earliest consideration you can give to this matter.

Very truly yours,

Oscar Pederson
Director

RECEIVED
DEC 10 1968
PROGRAM & PLANNING

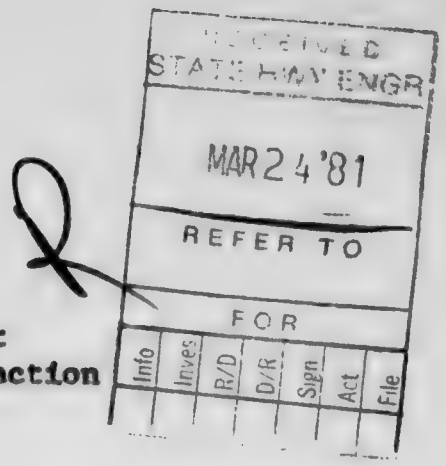
RECEIVED
DEC 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

March 24, 1981



Mr. Richard Santner
Mid-Willamette Valley Council of Governments
220 High Street
Salem, OR 97301

RE: Noise Study Report
Chemawa-Hickory Section
Salem Parkway
Marion County

Dear Richard:

Pursuant to your phone request, we have reviewed the Salem Parkway Noise Impact Analysis Report (SJO December 19, 1980, revised March 20, 1981) hand delivered to our office on March 20, 1981. The technical inadequacies, comments and concerns previously mentioned in our letters of January 13 and February 10, 1981, have largely been addressed. We offer the following comments to aid you in completing the final noise study report and the noise section of the Draft EIS.

1. The subject report continues to indicate that property acquisition is a viable form of mitigation (Page 76, Para. 2) in spite of pronouncements by FHPM 7-7-3 to the contrary. FHPM 7-7-3 does allow property acquisition for the establishment of noise buffer zones where the land is predominantly undeveloped, however, the subject report is silent on this matter. See also our previous comments.

2. The reference to the "future" use of traffic management measures, should future traffic volumes differ from current projects (Page 77, Para. 1), is not appropriate, since this is an open ended commitment without any means of follow-up or implementation.

3. We did not attempt to verify the barrier design proposed by the consultant. You should make sure that these barriers are adequate, based on current preliminary designs, before any commitments are made to implement them.

4. You should review each suggested form of mitigation, weighing the benefits of mitigation against costs and other adverse effects, and then indicate in the Draft EIS which, if any, are likely to be implemented as part of each alternative. This review should include all noise barriers discussed by the consultant, architectural mitigation of the church at Broadway and Butler, and the proposed realignment of the Northgate and Corollary alternative at Brooks Avenue.

5. Since parts of each alternative constitute a Type IA project (controlled access) as per FHPM 7-7-3, a request for exception to achieving the FHWA design noise levels will have to be made for receptors for which no mitigation is proposed. FHPM 7-7-3, Para. 9, details the procedures which must be followed and the documentation needed in the noise study report and Draft EIS.

6. If noise barriers are likely to be constructed as part of the project, they should be proposed for construction at an early stage so they will also help to mitigate construction noise impacts.

7. Of the many editorial comments that could be suggested, only one is critical with regard to accuracy. In Table 4, Page 30, the interior design noise level for schools and churches is incorrectly listed as 57 dBA. It should be 52 dBA.

If we can be of any further help or assistance, please let us know.

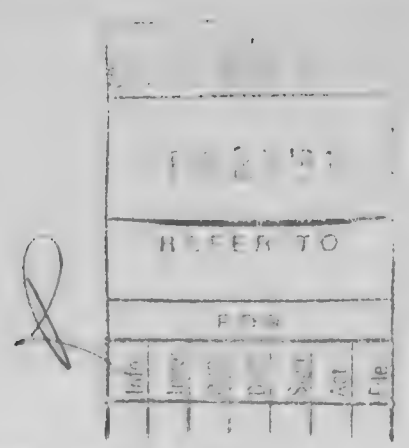
Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section
412 Transportation Building
Salem, Oregon 97310

GAP:lb

bc: H. S. Coulter
E. S. Hunter
C. O. Fredrickson



ENV 3

February 23, 1981

Richard Santner
MWVCOG
220 High Street
Salem, OR 97301

RE: Noise Study Report
Chemawa Road-Hickory Street
Salem Parkway
Marion County

Dear Richard:

In our review letter of February 10, 1981, we indicated that the discrepancies in predicted noise levels must be resolved before the report could be used in the EIS. Since that time, your consultant, SJO, has been in contact with our office by phone and letter (see copy attached) in an effort to resolve the discrepancies. It appears that SJO's programs are working correctly. Apparently, at the direction of MWVCOG, SJO used the traffic data to calculate noise levels generated by level of service "C" traffic conditions in an incorrect manner. This error results in significantly high noise levels than would occur under actual conditions and therefore results in a significant overestimate of project impact. We believe this error must be corrected and all related portions of the report revised, before the report can be used in the EIS. We have discussed this issue with the SJO representative and with Byron Meadows of your staff.

In addition to the above, we understand that the same problem exists with all the noise analysis work completed to date by SJO, including the Hawthorne Extension and South Commercial projects. These reports should be revised accordingly before they are submitted for our further review.

We have attempted to respond as quickly as possible in our reviews. If we have not covered these issues in sufficient detail or if you have any questions, please feel free to give us a call.

Sincerely,

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
C. O. Fredrickson

Gary A. Potter, Manager
Environmental Section

GAP:ct

Boyd Sent

I-305

0218-185

NOTED
E. S. HUNTER

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

May 8, 1973

Noted

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Glenn Hossner

Dear Sir:

Chemawa Road Interchange
Chemawa Road-Hickory Street
Salem Freeway (I-305)
Marion County

Reference is made to previous correspondence and discussions in regard to a grade separation of Chemawa Road and the Southern Pacific Railroad in conjunction with the proposed Chemawa Road Interchange. This was requested by our letter of October 30, 1972 and denied by your letter of November 1, 1972.

This is to request that you reconsider your earlier decision on the basis of Section B-9 of the Memorandum on "Interstate Highways - Participation Limits at Crossroads and Interchanges" September 1962. This section takes into account the additional problems resulting from the interchange connections to the crossroad.

"B-9 Crossroad-Rail Road Crossings

FAI funds may participate in the cost of grade crossing protective devices or railroad separation structures at the crossing of a crossroad and an existing railroad even though such a crossing is beyond the limits of FAI participation as determined herein by touchdown or geometric controls but only where all the following conditions exist:

1- Verify Traffic projections
2- Obtain county intentions and schedule for improving Chemawa short & long range -
3- Discuss project 90 etc..

(a) the railroad is located immediately adjacent to the interchange ramp terminals,

(b) such protection or separation is warranted by the design crossroad traffic or railroad traffic or both,

(c) the railroad is mainline or has multiple tracks, and

(d) the Interstate construction results in an appreciable increase in hazard at the railroad crossing.

Where these conditions exist, FAI funds may participate in the cost of the work to include the grade crossing protective devices or a railroad grade separation."

The required conditions in the above paragraph will exist as follows:

(a) The railroad is in close proximity to the ramp terminals of the diamond interchange. It lies about 800 feet easterly of their connection to Chemawa Road at a possible touchdown point using a 3.7 percent grade with a crest vertical on the structure that will provide only 375 feet stopping sight distance at the ramp intersection.

(b) The 1990 projected traffic on Chemawa Road, assuming completion of the interchange, is 9000 ADT, existing traffic is 2400 ADT. We are advised that there are 25 freight trains daily, two passenger trains three days per week and four switching movements per day on the SPRR at this point. Maximum speed for trains was given at 79 MPH.

Per EIS Year Traffic
1979 - 5900
2000 - 7100

POC printout 5/17/78 (latest data)
20 Freight trains
2 passenger trains
0 switch
70 MPH max speed

currently have 4 passenger trains - but back to 2? in near future?
Freight Trains probably down due to current market conditions
3/11/81 data at Mission St. showed:
18 freight
4 passenger

(c) This is the main line of the Southern Pacific Railroad.

(d) With the construction of the interchange ramps to both I-5 and I-305, the County has indicated that Chemawa Road will be four-laned

from Pacific Highway East to Windsor Island Road in order to accommodate the anticipated increase in traffic. With an average of 30 closures of the crossing per day and the increased traffic generated by the interchange and improved Chemawa Road, the opportunity for accidents will be appreciably increased, and traffic delays caused by long freight trains will be intolerable.

Your approval to construct a grade separation structure to carry Chemawa Road over the main line of the Southern Pacific Railroad with FAI funds is requested in order to obtain maximum utilization and safety of the interchange complex.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

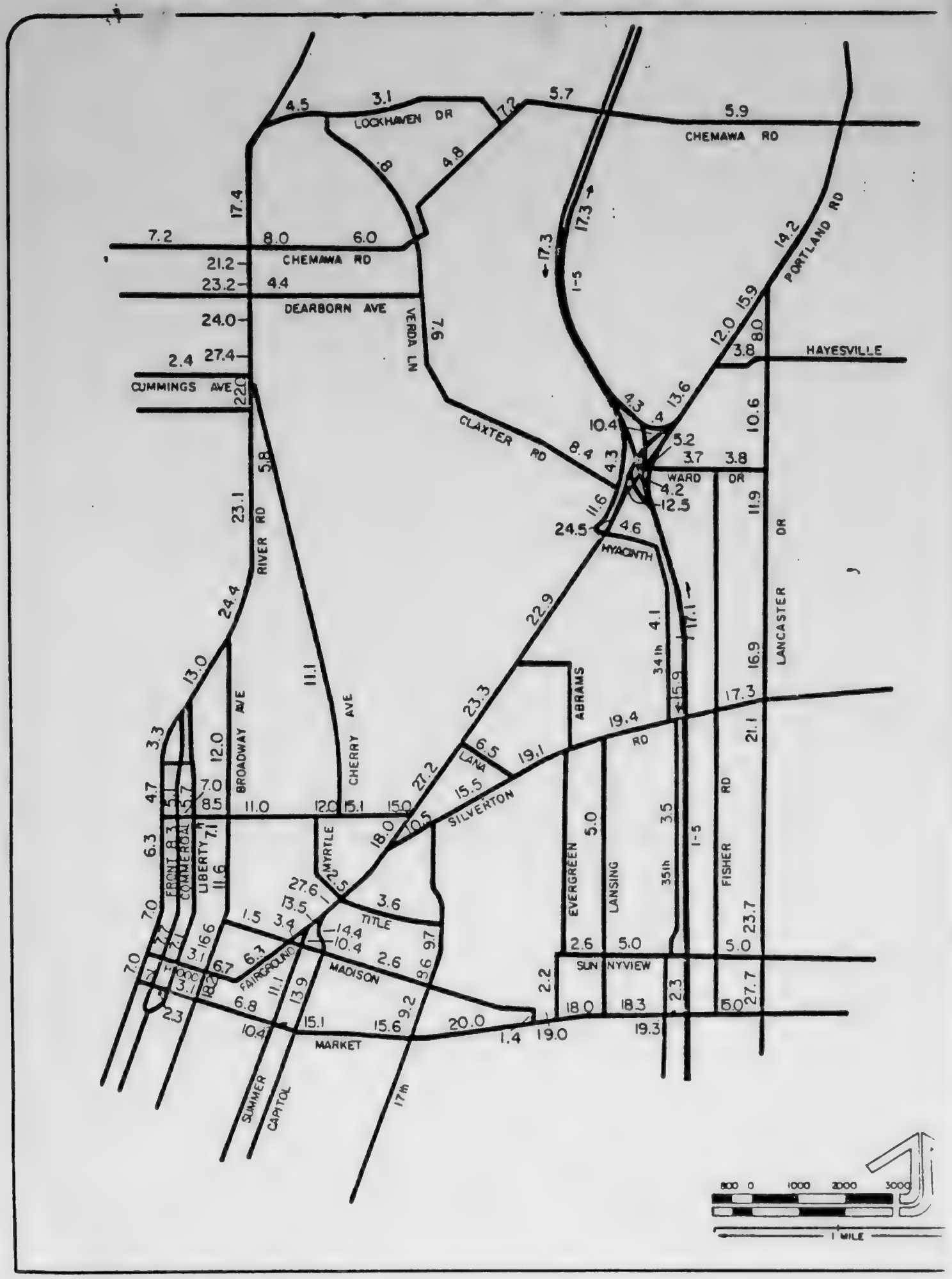
ADO:jg jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg ✓
C. O. Fredrickson

1 Versteeg
2 A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

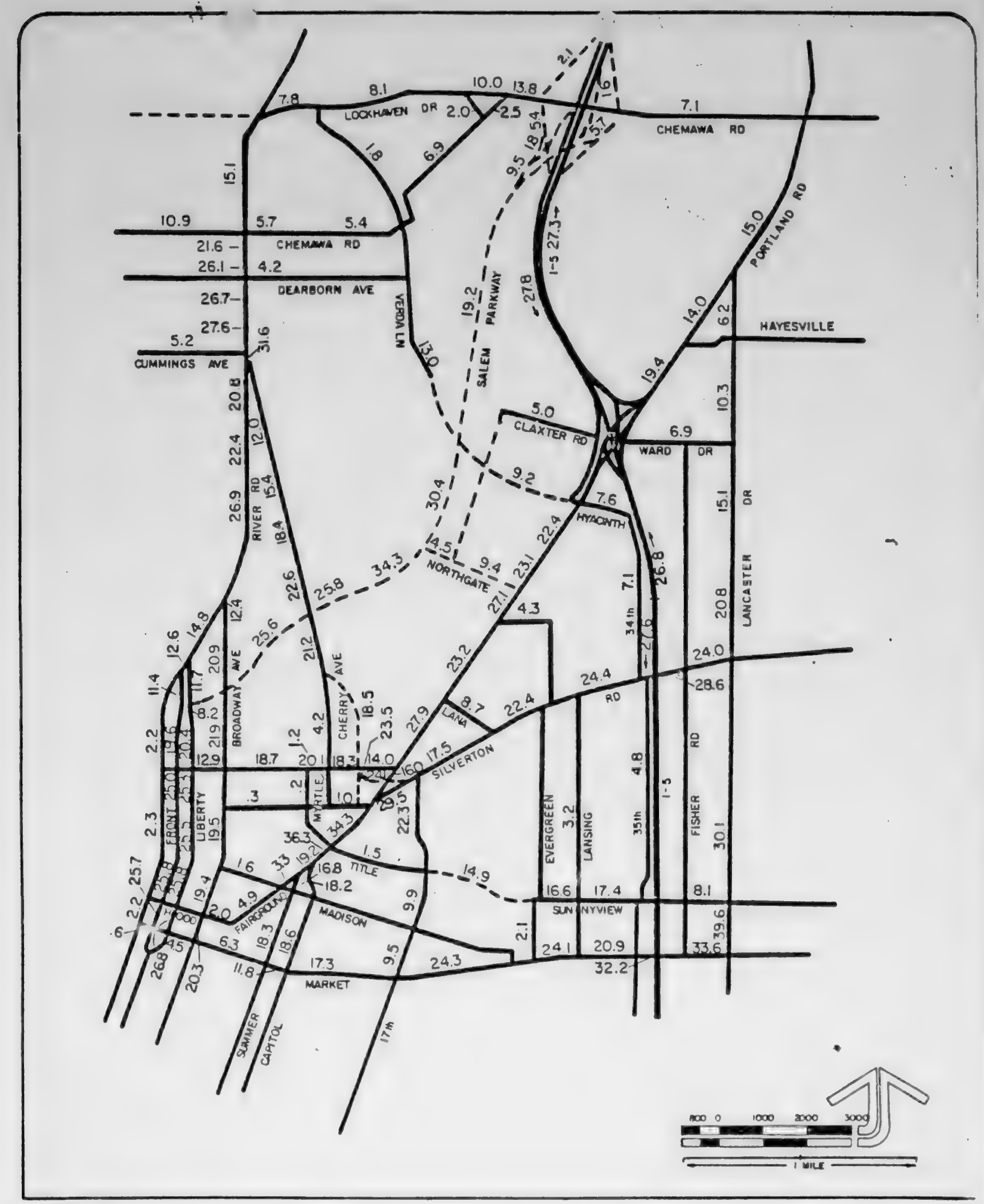
RECEIVED
MAY 8 1973
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other



1979 AVERAGE WEEKDAY TRAFFIC VOLUMES

(IN THOUSANDS)



LEGEND

— — — New Alignment Proposed by the SATS Transportation Plan

YEAR 2000
AVERAGE WEEKDAY TRAFFIC VOLUMES
(IN THOUSANDS)
RAILROAD WEST AND COROLLARY PROJECTS

FIG. 37

salem parkway & corollary projects

RECEIVED
DEC 13 1971
FOR FILING

Const
Eng Asst
Interest

I 305

Noise Study

December 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Your File 08-35-DB
Oregon I-305-5(1)260
Salem Spur Noise Study

Dear Mr. Simpson:

As requested in your letter of November 24, I am enclosing a copy of Mr. A. G. Duble's analysis of the noise study by CH2M for I-305. You will find that it agrees substantially with the conclusions by your Regional and Washington offices. Also included is Mr. Duble's analysis in support of a 13-foot barrier height for I-305 as opposed to the 23-foot barrier height proposed by the consultant. These reports constitute Mr. Duble's involvement with this noise study.

Highway noise criteria have not been developed as yet for I-305; however, it is surmised that criteria based upon either "ambient noise levels" or "task interference" will be utilized--both of these concepts are described in detail in NCHRP Report 117. Until a comprehensive study is made with respect to ambient levels, the recommended design criteria, as shown in Table B-5 (page 70 in NCHRP 117), will be used as a guide and procedures developed by BB & N in their I-205 Noise Study will be adopted for the analysis along I-305.

I hope this will fulfill your request. Mr. Duble will furnish additional information, if required.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

WHT:dg

bc F. B. Klaboe
W. H. Tebeau

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 24, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-305-5(1)260
Salem Spur
I-305 Noise Study

11-29-71
REFERRED TO
By Asst. State Hwy. Engr.

The noise study report prepared by Cornell, Howland, Hayes, and Merryfield on Interstate Route 305 has been evaluated by our Region and Washington offices. Their comments are:

"The values derived for the proposed design were obtained by making sound readings at representative locations along existing I-5, and by application of correction factors correlating to the design on I-305. While the basic concepts used by the consultant are considered valid, more details on dimensions of these locations in relation to recorded sound readings and information on the sound level used in the analysis is necessary for an evaluation of the method of traffic noise prediction in the determination of the proposed design values.

We have checked the proposed design values by selecting two locations and comparing their sound level with those calculated using the criteria set forth in NCHRP Report #117, which is considered to contain the best available method of predicting traffic noise. For both locations our calculated noise levels were found to be approximately 10 dBA less than the consultant's proposed design values; that is, equivalent to one half the sound level. These calculations reflect the sound level exceeded 50 percent of the time (L_{50}). It is not clear from the study whether the consultant's values are based on this average sound level. If it is we consider the 10 dBA difference too much for acceptable design values.

With the 10 dBA difference, a reevaluation of the consultant noise study along with the input data would be in order. Particular attention should be given to the 40-foot distance used in the study as the base for distance corrections. At this close a distance the roadway system may simulate a discrete source model rather than a line source model resulting in a 6 dBA reduction for each doubling of the distance."

NOTED
W. H. TEBEAU

Tebeau
RID Report

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

The Regional office further advised that since there are several questions as to the procedure used by the consultant in deriving rather unrealistic noise levels for the design, that we should not accept the values proposed as design criteria, but rather that the final design be based on additional study using procedures outlined in NCHRP #117.

It is recognized that Mr. Duble of your office has already studied the consultant's report and that he has generally reached the same conclusions as are outlined above. He has also derived new design criteria based on the procedures set forth in NCHRP #117.

Please submit the information relative to Mr. Duble's analysis of the consultant report as well as the new criteria that will be used in final design of sound barriers along this project.

cc:
Region (08-00.333)

RECEIVED
NOV 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
NOV 26 1971
FORM E-30-X 12-67

FOR FILE

I 305

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 24, 1971

To: Vern Stoog
Accounting
B U I L D I N G

SUBJECT: FHWA Payment
I-305 Noise Study

Attention: Paul Hatcher

I am attaching the copy of a letter from the FHWA concerning payment for the I-305 noise study that was conducted by CH_2M.

Although the letter is extremely difficult to interpret, what Mr. Simpson is saying is that the work done under the contract by CH_2M was valid work and that payment should be made as we have discussed in the past. A check was made verbally with Glenn Hossner of the FHWA and it was found that this was also his interpretation.

NOTED
F. B. KLABOE

L. E. George
Operations Engineer

LEG:lp
cc: F. B. Klaboe
Attachment

RECEIVED
NOV 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 18, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(1)260
Chemawa - Hickory Street Section
CH_2M Noise Study

The points raised in Mr. Klaboe's letter of November 12 have been carefully reviewed as they relate to our documentation.

Your letter dated January 27, 1971 merely transmitted the executed agreement. My memorandum of December 18, 1970 advised you that the agreement was approved as to form. In this instance the agreement provided a basis of payment and will be considered the eligibility date after which costs incurred are eligible for Federal participation. Reimbursement, of course, cannot be made until there is an executed agreement.

Item III is for reimbursement for work approved by this office and is covered by agreement. The cost is considered eligible for Federal participation.

Item V in the amount of $251.46 is a cost for work included in the agreement. The fact that it was presented after the date of completion of the contract is not significant, inasmuch as the contract was not complete until the work was performed. It is therefore eligible for Federal participation.

Our review indicated that more positive documentation should be taken as to authorizing a consultant to proceed with the work. This does not necessarily mean that the agreement must be fully executed, but in emergency cases authorization could be given to proceed subject to reimbursement being made upon executing a satisfactory agreement. We suggest you institute such a procedure, and you may be assured of our cooperation.

Simpson:nig

NOV 2 1971

RECEIVED
NOV 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
NOV 12 1971
FOR FILING

Cover
Folded
Sheet

I-305

Noise Study

November 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Several matters concerning billing procedures by Cornell, Howland, Hayes & Merryfield for the I-305 noise study have been called to our attention.

The agreement for the consultant's work was formally executed on January 7, 1971. The company was advised in writing to proceed with the project on January 27, 1971. During the intervening period, because of worsening weather conditions, the consultant performed certain work items involving the selection and use of field sites for field measurements of noise levels at various types of cross sections. The amount billed in this period is shown on Item I on the tabulation. Items II and IV show an amount correctly billed and needs no comment. Item III indicates an amount billed for replotting of noise level contours on an appropriate base map. The time period shown for this work fell between the termination of the original contract and approval of the contract revision for the replotting. This item totals $790.85. Item V indicates an amount of $251.46 billed after the completion of the contract. This latter amount involved the necessary preparation for and execution of a detailed briefing of the Salem Area Transportation Study - Technical Advisory Committee, the occurrence of which was close to the expiration date of the contract. It was impossible to set a date for the briefing such that a contract extension date could be requested.

In addition to the amounts shown, the loading factor for overhead was shown in the original agreement as 100%. Auditing positively shows that 120% can be supported. It

should also be noted that the total amount billed is less than the original contract amount authorized. It is realized that items I, III, and V involve billing procedures not consistent with recommended procedures. The work was done in good faith, however, partially at the request of the Highway Division and partially at the request of the FHWA.

Your approval for payment to the consultant of the amount shown on the attached tabulation is sincerely requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

LEG:lp ia

bc: R. L. Porter
Tom Edwards
L. E. George
V. E. Skoog

10/28/71

Summary of Expenditures by CH2M

1. Expenditures prior to the State notifing the consultant that the agreement was approved and that work could proceed. Notification date January 27, 1971.

Salaries	$ 128.80
Direct & Indirect Payroll Cost (106.69%)	137.42
Transportation Cost	10.10
subtotal	$ 276.32

2. Expenditures during the life of the original agreement and time extension thereto. Period between 1/27/71 & 6/1/71.

Salaries	$ 2,063.63
Direct & Indirect Payroll Cost (106.69%)	2,201.69
Transportation & Meals	199.55
Telephone	53.28
Printing	780.16
Supplies & Postage	170.97
Equipment & Repair (General Radio)	83.88
Instrument Rental	544.68
Profit	750.00
Subtotal	$ 6,847.84

3. Expenditures incurred during the period between the completion of the original agreement and the notification to the consultant that the supplement agreement had been approved. 6/1/71 through 8/3/71.

Salaries	$ 356.79
Direct & Indirect Payroll Cost (106.69%)	380.66
Telephone	31.00
Transportation	22.40
Subtotal	$ 790.85

4. Expenditures incurred during the life of the supplementa agreement — August 4, 1971 through September 2, 1971.

Salaries	$ 217.76
Direct & Indirect Payroll Cost (106.69%)	232.33
Telephone	1.94
Transportation & Meals	30.00
Postage	0.24
Printing	309.06
Subtotal	$ 791.33

5. Expenditures incurred after the completion of the time period of the supplemental agreement. Sept. 12, 1971, through Sept. 21, 1971.

Salaries (State not billed this amount)	$ 115.13
Direct & Indirect Payroll Cost (106.69%)	122.83
Transportation & Meals	13.50
Subtotal	$ 251.46

Grand Total $ 8,957.80

11-5-71

[illegible]

RECEIVED
NOV 16 1971

FOR FILING
Cost
Feasibility
Location
I 305
Noise Study

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1971

To: Memo to Files

SUBJECT: I-305 Sound Berms

On November 3, 1971, a meeting was held with representative of the Mid-Willamette Valley Council of Governments Planning Division. Present at the meeting were Mr. Peter Watt and Mrs. Ann Mounteer of the Planning Division and A. G. Duble, Acoustical Engineer of the Highway Division.

The COG Planning Division had advocated sound berms along I-305 of a minimum height of 16 feet. Mr. Duble presented data to verify that an increase in berm height from 13 to 16 feet would only result in a further sound reduction of less than 1 DBA. He also stated, that the extra money required for 3 feet of extra berm might be better spent in providing additional protection by increasing berm length. Mr. Watt agreed with the sound data, but stated that the Planning Division would hold out for the extra berm height mainly on the basis of protecting second story dwellers from headlight glare and visual pollution. Mrs. Mounteer stressed the use of plantings to alleviate visual problems and to coincide with the planned strip type parks.

The meeting ended on a note of friendly cooperation with Mr. Dubles' offer to provide the planners with reprints of articles on the subject of community noise and urban planning.

A. G. Duble
Acoustical Engineer

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson

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October 6, 1971

Mr. W. J. Kvarsten
Executive Director
Mid Willamette Valley
Council of Governments
Room 19, Marion County Courthouse
Salem, Oregon 97301

Dear Mr. Kvarsten:

All traffic noise predictions and sound barrier heights for the I-305 noise analysis were calculated from the "Design Guide For Traffic Noise Prediction", National Cooperative Highway Research Program Report No. 117. The design guide, organized by Dr. William J. Galloway of Bolt Beranek & Newman, Inc., Los Angeles, uses the results of a computer simulation study of highway traffic noise. The results of empirical and analytical studies produced a summation of the noise levels at specified observation points by a Poisson distribution of vehicles having an average flow rate based upon random positions of four successive vehicle units along the roadway, taking into consideration traffic mix and density. The analysis terminates when the addition of another unit increases the cumulative sound pressure level by less than one-half decibel.

The traffic noise levels of automobiles and trucks are calculated separately and then combined logarithmically yielding two statistical noise levels called the L_{10} and L_{50} levels which are present more than 10 percent and 50 percent of the time respectively.

The attenuation possible with a roadside barrier is dependent not only upon the barrier height but also upon the length and the total barrier angle subtended by the observer. Figure 1 (appended) shows the design configuration. It is generally possible to achieve greater attenuation by increasing the barrier length than by increasing the height. The sound barrier, whether a wall or a berm, can be optimized by careful alignment with planned roadway topography.

The factors used to determine infinite barrier performance (180-degree subtended angle) are H^2/D_B and H^2/R_B. For the general

analysis along I-305, an at-grade location was selected and the barrier length and the subtended angle were set to 800 feet and 147 degrees. Table 1 (appended) shows the data calculated for various barrier heights; it is noticed that the infinite barrier performance varies only 1.5 decibel down to a barrier height of 13 feet. Using Figure 3 (appended) from NCHRP Report No. 117 to determine the predicted attenuation for a finite barrier length (800 feet), it is shown that using an infinite barrier performance of -13.5 dB for a 13-foot sound barrier yields a finite barrier attenuation of -6.6 dBA (rounded to -7). It is pointed out that an increase in barrier height from 13 to 23 feet causes an increase in attenuation of only 0.4 dBA, hardly worthwhile on an engineering and cost basis. Table 2 (appended) shows the preceding relationships. Figure 2 (appended) shows the barrier height versus barrier attenuation for three configurations.

Assuming that an infinite barrier can be constructed, an attenuation of 11 dBA would be needed to reach the 56 dBA criterion level from the 67 dBA computed traffic noise level at 100 feet. In Figure 2, the shaded region is considered ineffective in meeting the criterion. The selected barrier height of 13 feet provides an excess attenuation of 1.5 dBA for the semi-infinite case. The completed barrier should yield a curve somewhere between the 800-foot finite and the semi-infinite curves. The 1.5 dBA excess would also serve to compensate for errors in hourly traffic volumes used in the analysis.

Table 3 (appended) is a tabulation which can be used to determine highway noise compatibility with desired land uses. The L_{10} noise levels with various barrier heights are listed. From the table it is seen that none of the barriers above 13 feet in height will bring the noise level at 100 feet from the roadway down below either the L_{10} ambient or the L_{10} criterion levels. On this basis, it appears that the logical choice would be the lowest barrier height that can achieve the same measure of attenuation as higher barriers.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
L. H. Young

AD:dg srb

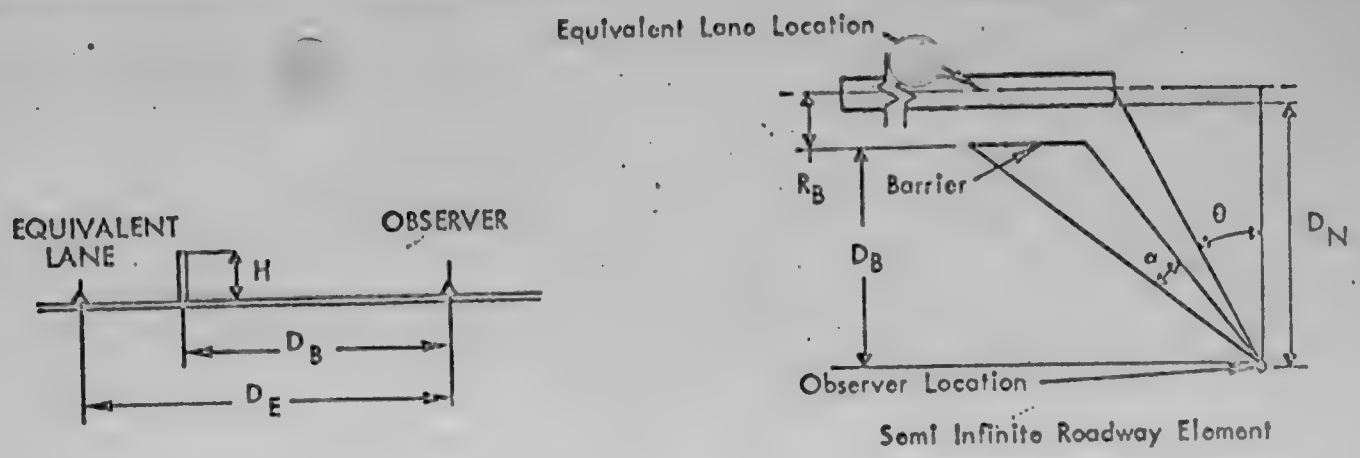

Figure 1

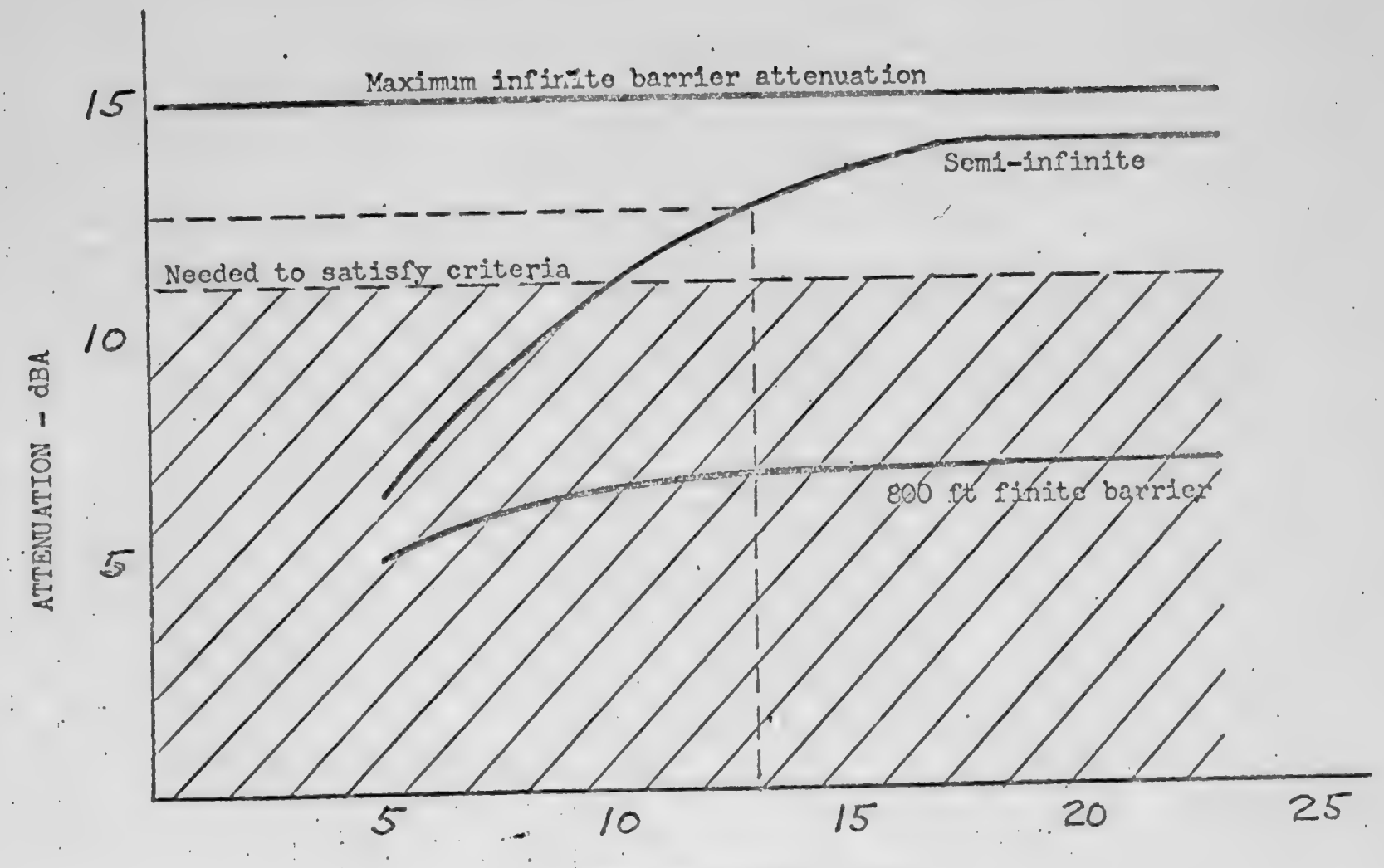

Figure 2

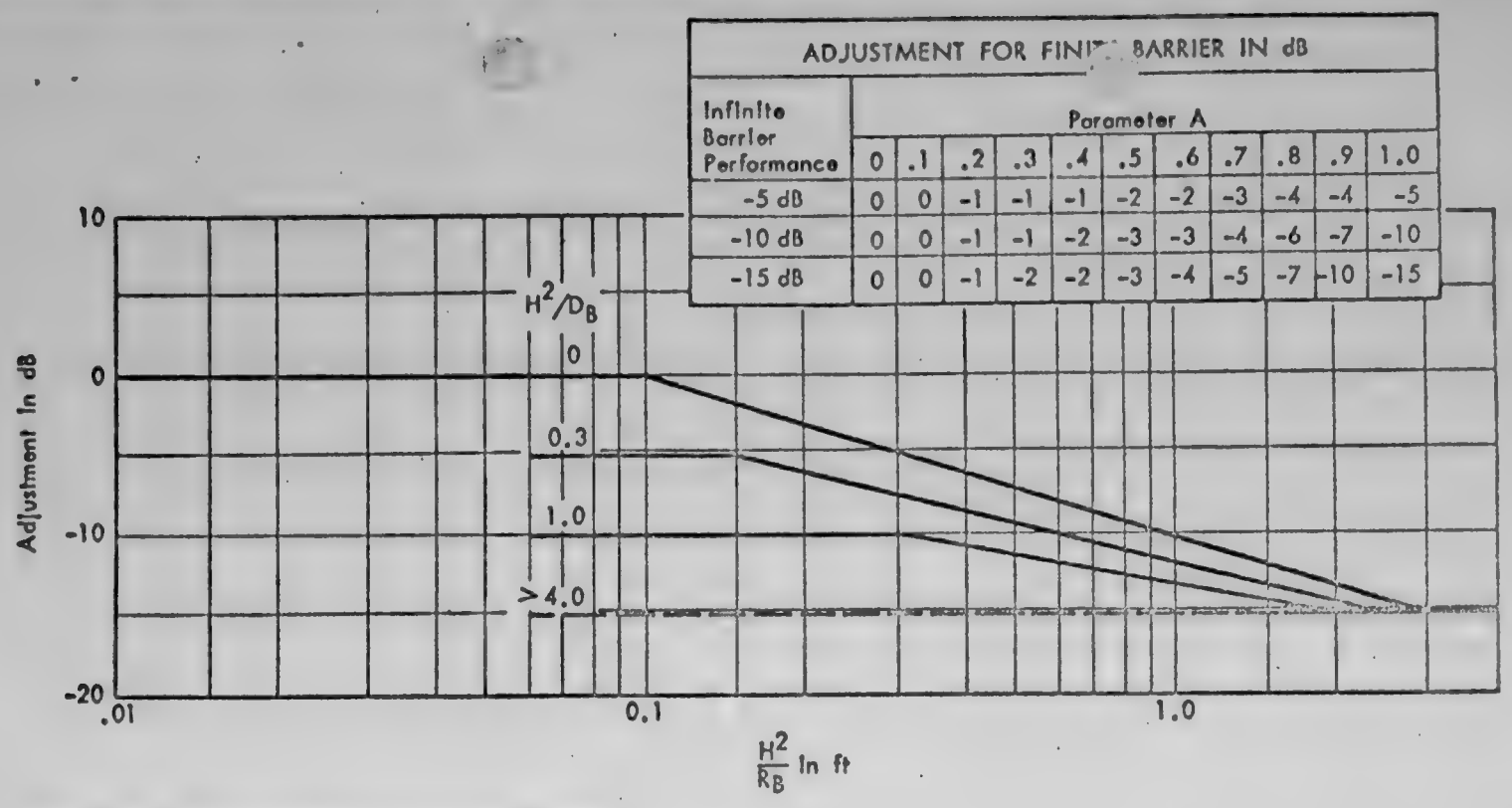

Figure B-9. Adjustment for roadside infinite barriers.

Figure 3

Table 1

BARRIER HEIGHTS	H^2/D_B	H^2/R_B	INFINITE BARRIER ATTENUATION
23 (ft)	8.82	5.88	- 15 (dBA)
18	5.4	3.6	- 15
15	3.76	2.5	- 14.5
13*	2.82	1.87	- 13.5
10	1.67	1.1	- 12
8	1.07	0.71	- 10.5
5	0.416	0.278	- 7.5

Data taken from lower section of Figure B-9, page 68 of NCHRP report no. 117

For semi-infinite attenuation subtract 1 dBA from infinite column. (corresponds to - 60 degree observer-barrier angle)

Table 2

BARRIER HEIGHTS	INFINITE BARRIER ATTENUATION	FINITE BARRIER ATTENUATION
23 ft.	- 15 dBA	- 7 dBA
18	- 15	- 7
15	- 14	- 6.8
13	- 13.5	- 6.6
10	- 12	- 6.4
8	- 10.5	- 6.2
5	- 7.5	- 5.0

Data taken from upper section of Figure B-9. page 68 of NCHRP report number 117.

Table 3

Barrier Height - feet	23	15	13	10
Estimated traffic noise level, L_{10} - dBA	60	60	60	61
Ambient noise level L_{10} - dBA	59	59	59	59
Residential outside criterion level, L10- dBA	56	56	56	56
Ambient difference	1	1	1	2
Criterion difference	4	4	4	5

All levels for 100 feet observer-roadway distance and 800 foot noise barrier.

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-305

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 5, 1971

In reply refer to: 08-35-DB

FROM : for R. E. Simpson, Division Engineer
Noise Salem, Oregon

SUBJECT: Oregon Project I-305-5(1)260
Salem Spur
Noise Study Report

By August 26, 1971 letter Mr. Klaboe submitted revised copies of the I-305 Noise Study report which was prepared under consultant agreement by Cornell, Howland, Hayes and Merryfield. The revised report reflects changes agreed to in earlier conferences with Mr. L. E. George of your office.

The revised report has been carefully reviewed. The consultant has fulfilled the requirements of the study agreement. We have no objections to your distributing the revised report as published.

cc: Region (08-00.33)
w/2 cys Report

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date

10-11-71
TO
George

FBC

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
BRUCE TAYLOR

NOTED
R. E. ROYER

NOTED
F. B. KLABOE

OCT 11 1971

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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August 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached for your review and comment are two copies of the revised I-305 Noise Study Report prepared by Cornell, Howland, Hayes and Merryfield in accordance with our January 7, 1971, agreement. The consultant recently revised the report following consultations with members of your staff and members of our Traffic Section.

If you need additional copies of the report, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:ap srb

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I-305
Noise

September 24, 1971

Mr. Harry C. Reeder
Project Engineer
Cornell, Howland, Hayes & Merryfield
Post Office Box 428
Corvallis, Oregon 97330

Dear Mr. Reeder:

We wish to acknowledge your letter of September 21 indicating completion of the I-305 Noise Study.

This letter is to indicate acceptance of the report and acknowledgment of your firm's completion of the work specified in the contract.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Floyd Query
V. E. Skoog
L. E. George

LEG:mb srb

CH2M HILL
ENGINEERS PLANNERS ECONOMISTS

CORNELL, HOWLAND, HAYES & MERRYFIELD
1600 S. W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330, Telephone: 503/752-4271
Cable: CH2M CVO

Corvallis Regional Office

SEP 22 1971
TRAFFIC ENGINEERING

21 September 1971

Project No. C6430.0

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

Attention: Mr. L. E. George

Gentlemen:

On 17 August 1971, we transmitted 200 copies of the final I-305 Noise Study report to Mr. L. E. George and by letter explained the criteria used in selecting barrier heights. After giving the briefing Monday afternoon, 13 September 1971, to the Salem area transportation study technical advisory committee, we now consider our contract for the I-305 Noise Study complete.

If we can be of assistance on any other project, please give us a call.

Would you please send us two copies of the report when it has been officially accepted.

We wish to thank Mr. George for his cooperation during this study; it was a pleasure working with him.

Very truly yours,

Harry C. Reeder

Harry C. Reeder
Project Engineer

ss

cc: Mr. Fred Klaboe
Mr. David MacDonald

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FOR: CH2M HILL
Central Engineering Files
ENGINEERS PLANNERS ECONOMISTS

CORNELL, HOWLAND, HAYES & MERRYFIELD
1600 S. W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330, Telephone: 503/752-4271 Corvallis Regional Office
Cable: CH2M CVO

21 September 1971

Project No. C6430.0

I 305

State of Oregon
Department of Transportation
Highway Division
Salem, Oregon 97310

Noise

Attention: Mr. L. E. George

Gentlemen:

On 17 August 1971, we transmitted 200 copies of the final I-305 Noise Study report to Mr. L. E. George and by letter explained the criteria used in selecting barrier heights. After giving the briefing Monday afternoon, 13 September 1971, to the Salem area transportation study technical advisory committee, we now consider our contract for the I-305 Noise Study complete.

If we can be of assistance on any other project, please give us a call.

Would you please send us two copies of the report when it has been officially accepted.

We wish to thank Mr. George for his cooperation during this study; it was a pleasure working with him.

Very truly yours,

Harry C. Reeder
Project Engineer

sm

cc: Mr. Fred Klaboe
Mr. David MacDonald

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STATE HIGHWAY ENGINEER

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 2, 1971

In reply refer to: 08-35-EC

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(1)260
Chemawa Road to Hickory Street Section, Salem Spur
2nd Supplemental Agreement; CH_2M Noise Study

The executed supplement to the consultant agreement with the Engineering Firm, Cornell, Howland, Hayes and Merryfield, for additional work on the Noise Study along the subject project has been reviewed and is approved effective July 15, 1971, the date of our approval of the proposed supplemental agreement.

cc:
Region (08-00.331) 2 cys

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TOM EDWARDS
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Noise

August 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 08-35-EC

Attached for your files and distribution are three copies of the executed supplemental agreement between the Oregon State Highway Commission and Cornell, Howland, Hayes and Merryfield for performing some additional work on the I-305 Noise Study in the Salem area.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:ap srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 15, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(1)260
Chemawa Road-Hickory Street Section - Salem Spur
Supplement to Consultant Agreement for Noise Study

The need for additional maps indicating revised noise level contours adjacent to the I-305 location is recognized and it is agreed that there is a responsibility to reimburse the consultant for this additional work. For these reasons we approve the proposed supplemental agreement with Cornell, Howland, Hayes, and Merryfield as transmitted with Mr. Klaboe's July 8 letter.

It is understood this will increase the contract amount by $525 and require 30 days of additional contract time to complete.

Please furnish three copies of the executed supplemental agreement when it becomes available.

7-16-71
REFERRED TO
George Young

NOTED
R.L. PORTER

NOTED
TOM EDWARDS

JUL 19 1971
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BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Federal Project I-305-5(2)
Chemawa Rd.-Hickory St. Sec.
Salem Freeway

Dear Sir:

We request your concurrence in the public auction of four homes in the Salem area on August 19, 1971. These homes are all on the above-listed project. If we are unable to sell the houses, we further request your approval of and authorization to proceed with their demolition in a demolition contract.

This sale and clearance of these buildings will be in accordance with the State's demolition plan.

All of these homes are presently vacant and the occupants have been relocated in accordance with the applicable State and Federal provisions.

Very truly yours,

D. H. Moehring
Right of Way Engineer

DHM:ph

Attachment

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young /w/ attachment
V. E. Skoog
M. R. Mitchell /w/ attachment
W. H. Haskin

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STATE HIGHWAY ENGINEER

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TOM EDWARDS

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I-305
Salem

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9-27-71

August 4, 1971

Cornell, Howland, Hayes and Merryfield
1600 S.W. Western Boulevard
Corvallis, Oregon 97330

MISC. CONTRACTS and AGREEMENTS No. 414

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement with Cornell, Howland, Hayes and Merryfield for an extension of 30 days and an additional expenditure of $525 for conducting a noise study on I-305 in the Salem area.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(conf. agree. att.)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 19, 1971

Oregon State Highway Commission

AGENDA
JUL 27 1971
5d

Gentlemen:

On January 7, 1971, the State Highway Commission and Cornell, Howland, Hayes and Merryfield entered into an agreement for conducting a Noise Study on I-305 in the Salem area.

It is desirable that additional work involving the plotting of contour lines of noise levels be performed by the consultant. This will require that the agreement be extended for a period of 30 days and that an additional $525 be made available for the project. A supplemental agreement has been prepared to accomplish this.

We have received verbal approval from the Federal Highway Administration and written approval will follow.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the July 27 meeting for your consideration.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
V. E. Skoog
L. H. Young
J. B. Boyd

(A) COPIES TO BE SIGNED

Form E-123

Copies of agreement sent to FHA for approval - just what yet 7-21- [illegible]

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I-305

August 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached for your information is a copy of Progress Report No. 5 from CH2M regarding the I-305 Noise Study.

This is the final report under the original agreement but, as you know, there is to be a supplemental agreement calling for a small amount of additional work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:cm srb

Subject: I-305 Progress Report No. 5 Sheet No. 1 of 1

Date: July 27, 1971 Project No. C6430.0

I-305 NOISE STUDY
Progress Report No. 5
From 5-27-71 thru 6-1-71

Item	% Complete This Report Period	Total % Complete
Gather and check-out instruments	00	100
Select test sites	00	100
Take field data	00	100
Analyze data	00	100
Synthesize data	00	100
Plot results	00	100
Calculate barrier attenuations	00	100
Write,print, and present report	30	100

Total job is estimated to be
100% complete

Harry C. Reeder

H. C. Reeder
Project Engineer

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I-305 Noise

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 9, 1971

SUBJECT: I-305 Noise Study Report

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

FBK 4231

4231

As you know we are in the process of negotiating an extension of the existing contract with CH_2M on the I-305 Noise Study.

The final report will have revised material in the narrative and on the plans showing the noise level contours.

Many of the comments in Mr. Dubal's summary will be taken care of in the revised report.

L. E. George
Operations Engineer

LEG:njc
Attachments

F. B. KLABOE

OFFICE OF
STATE HIGHWAY ENGINEER

REPORT SUMMARY

JUN 25 1971
TRAFFIC ENGIN...

I-305 Noise Study: Cornell, Howland, Hayes & Merryfield

1. The noise levels presented as contours on the maps are all predicted and as the legend states, with or without 11 foot berms. However there are very few contours drawn which are without 11 foot berms. There are only a few contour lines drawn which allow us to see what the noise levels would be without berms.

2. In the analysis, the roadway was considered to be in a rough condition at all locations and that I-305 would be this way after several years of service. This assumption, if true, would place a "worse case" condition on the analysis. The tire noise output difference between rough asphalt and smooth asphalt can be as much as 5 dBA. This is because tire noise lies predominantly in the high frequency range where it is given a great deal of weighting importance by the sound level meter.

3. The report states that the data for ambient noise was obtained between 11 AM and noon. It is thought that measurements should also have been taken in the morning and the evening and perhaps once during the night to more fully describe the ambient noise levels that now exist. Although the ambient noise levels measured were evidently used in establishing the criteria and determining the amount of attenuation needed this information is not presented in the report. No contour lines describing ambient noise levels are included.

4. In the description of the conditions for data measurement no vehicle speeds are stated. Even with the Oregon speed law it should be possible to determine at least an average speed for use on vehicle stream noise calculations. The 17.3 % truck mix given sounds a little heavy but could also represent a "worse case" condition.

5. The data was taken at the correct microphone height recommended in the SAE specification for vehicle noise measurements, however the standard distance is 50 feet from the nearest vehcle center-of-lane. The report uses a distance of 40 feet from the pavement edge. If the lane is 12 feet wide, it would place the microphone 46 feet from the center-of-lane. The four foot error would be negligible and could be ignored.

6. Figure 5 gives the average SPL of traffic and seems a little high unless one considers the heavy truck mix mentioned in the text. For comparison, the red line hand drawn on the chart shows the noise levels in octave bands for a fully loaded diesal truck operating on level ground at 1900 rpm. This noise curve would rise more than 3 or 4 dB for a constant stream of such trucks for one measurement site.

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OFFICE OF
STATE HIGHWAY ENGINEER

7. Figure 17 is not drawn to the exact calibration curve as recommended by the American National Standards Assn., however the differences are small at the frequencies of interest and would not effect the data. The exact curve is shown on figure 17 in red.

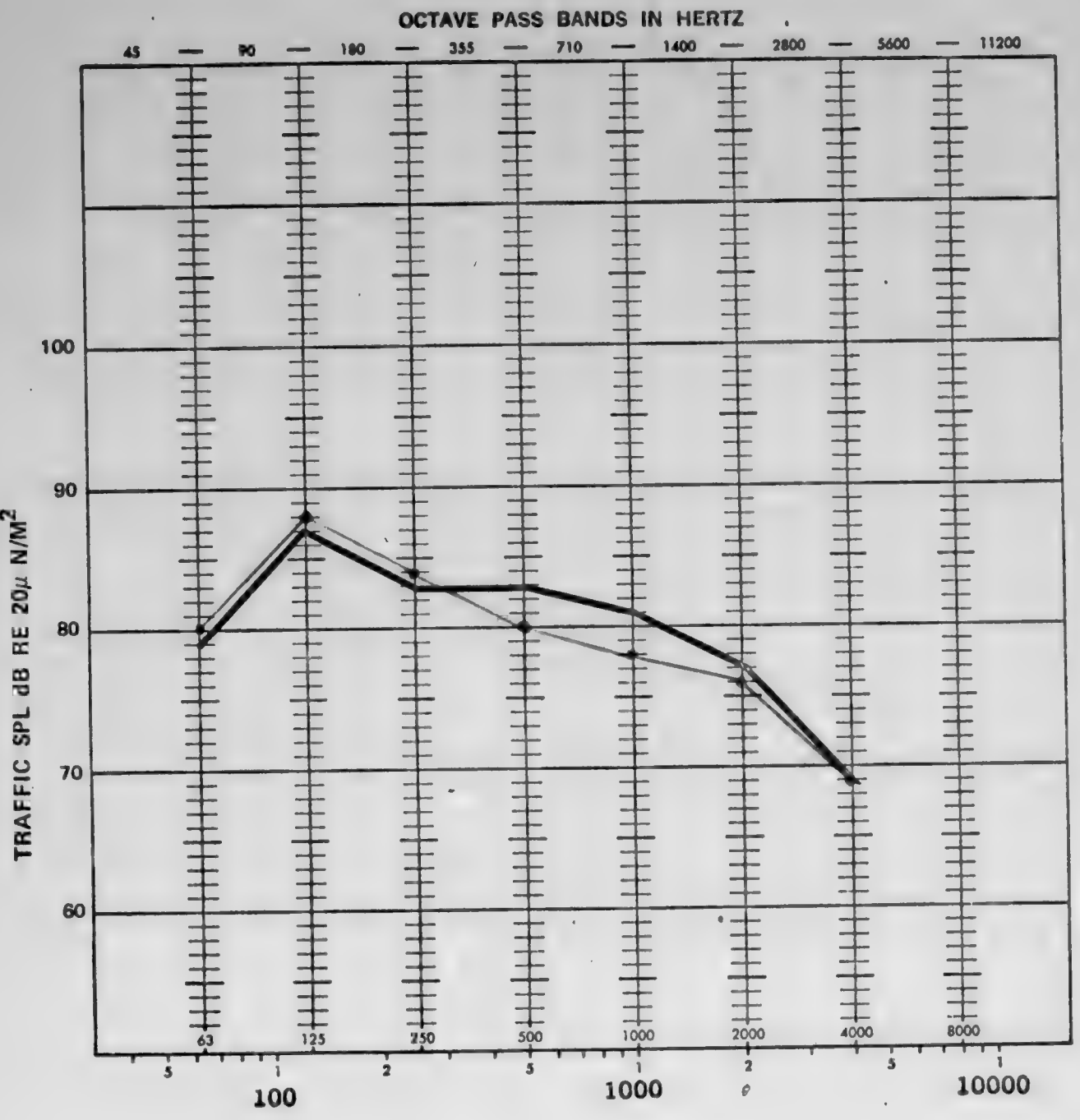
8. Sound attenuation due to geometric layout is mentioned as a variable which was subtracted from the measured levels to obtain other levels farther away from the roadway. No information is presented how this attenuation was calculated or what numbers were used subtracted in certain areas where there were elevations, depressions or grades.

9. In Chapter 6 recommendations are given for barrier heights tp protect residential property within 200 feet of the roadway. A height of 25 feet is given at two stations as that height necessary to lower the noise level to a value not mentioned except on the graph of figure 8, barrier attenuation, dB.
There is more than one method available to us to calculate the theorectical height vs attenuation of a barrier. There are many physical quantities involved and some assumptions must be made. Figure 8 gives a value of about 21 dB for a barrier height of 25 feet and one formula gives 23 dB. Yet another gives 22 Ø dB. However, experimental data gathered by other consultants suggests that a maximum of 15 dB attenuation is all that can be expected outdoors and under all of the variable conditions encountered there. Using a 75 dB noise level at 200 feet as shown at one location on the contours and subtracted 15 dB yields a level of 60 dB which would make outdoor speech between two persons in close proximity possible. It is suspected that even more attenuation will be possible due to ground absorption and oxygen molecule friction losses. Assuming a probable attenuation of 15dB inside to outside for most residences in this area yields an inside level of 45 dB which is quiet enough for normal sleep.

The recommended barrier of 18 feet for a distance of 500 feet to the nearest residence is approximately correct and should yield a noise level of about 60 dB also.

The use of a 12 foot berm and a 6 foot concrete or cinder block wall plastered on one side would yield about the same attenuation values given above. Plantings would enhance the appearance and improve the aesthetic value but would add nothing to the acoustic value.

10. There are configurations of sound barrier walls which will absorb sound energy from the source direction and yet provide adequate sound transmission losses to the opposite side. This in effect causes the environment to be quieter on both sides although in different amounts. In any case it is always better to back up designs with experimental data taken from tests on models.



FREQUENCY IN HERTZ

— Red line indicates Noise of a fully loaded diesal truck operating at 1900 rpm on level ground and measured at 50 ft.

FIGURE 5

I–305 NOISE STUDY
OREGON STATE HIGHWAY DIVISION

AVERAGE MEASURED SOUND PRESSURE LEVEL OF TRAFFIC AT 40 FT. FROM EDGE OF PAVEMENT

CORNELL, HOWLAND, HAYES & MERRYFIELD
CLAIR A. HILL & ASSOCIATES
ENGINEERS · PLANNERS · ECONOMISTS

CH2M HILL

C6430.0

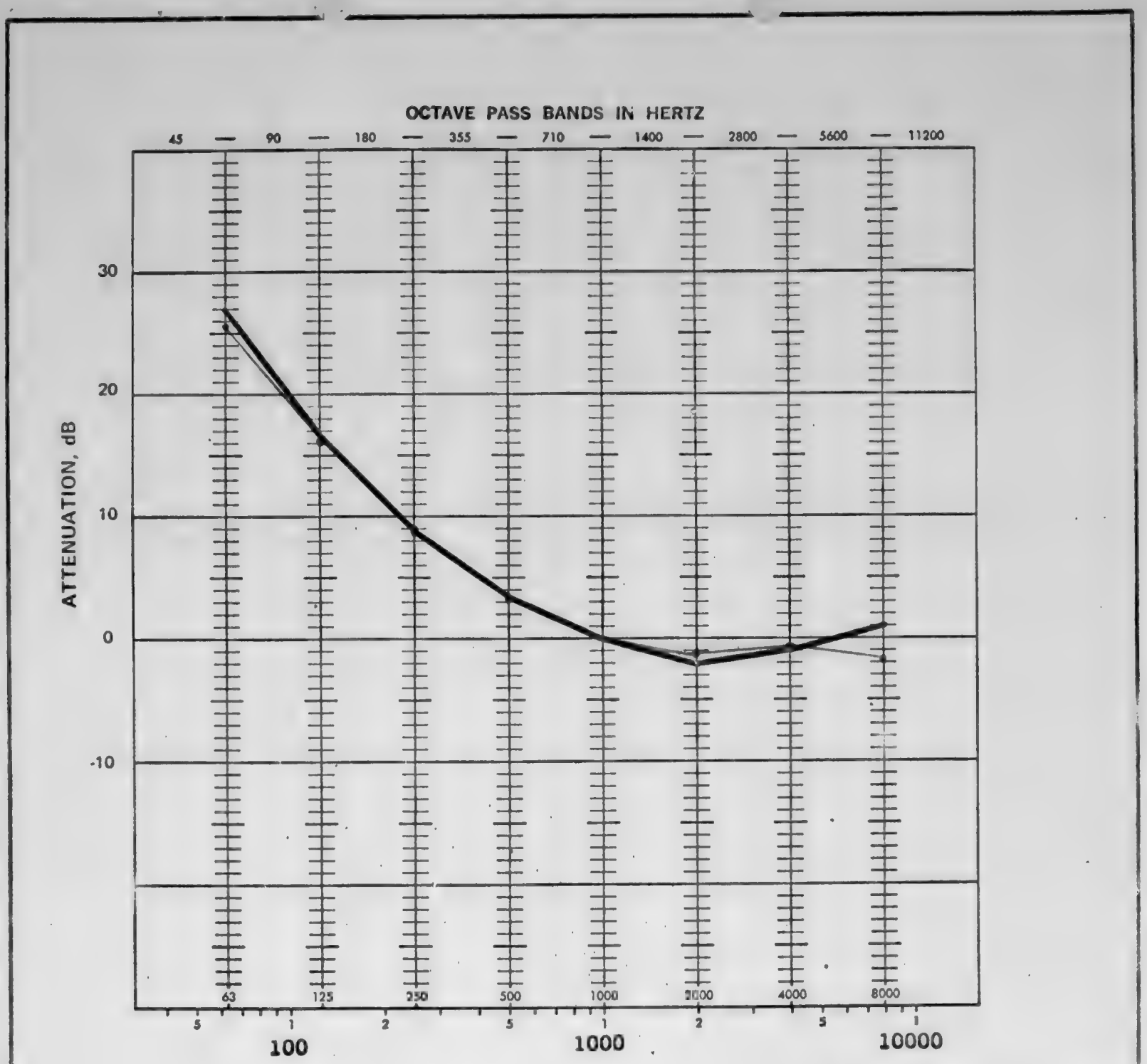


FIGURE 17

I–305 NOISE STUDY
OREGON STATE HIGHWAY DIVISION

ATTENUATION USED TO TRANSFORM TRAFFIC SPL TO A-WEIGHTED SPL, d3-A

CORNELL, HOWLAND, HAYES & MERRYFIELD
CLAIR A. HILL & ASSOCIATES
ENGINEERS · PLANNERS · ECONOMISTS

CH2M HILL

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Noise Study

July 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached are four copies of a supplemental agreement and a summary of anticipated costs for extending the existing contract with CH2M of Corvallis involving the I-305 Noise Study.

This report was transmitted to you in advance form requesting your review and approval. After preliminary consultation between members of our Traffic Section and your staff, it was mutually agreed that the maps indicating the contour lines of noise levels are confusing and should be replotted. The original maps used for this purpose were furnished to the consultant by the Highway Division and, because of this, there is a responsibility to reimburse the consultant for the additional work that he might incur by reason of this revision.

Your approval of the contract extension in the amount of $525 is requested. It is estimated that an additional 30 days will be required to achieve the work shown.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:cm srb

CH2M HILL
ENGINEERS PLANNERS ECONOMISTS

CORNELL, HOWLAND, HAYES & MERRYFIELD
1600 S. W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330, Telephone: 503/752-4271 Corvallis Regional Office
Cable: CH2M CVO

2 July 1971

Project No. C6420.0

Oregon State Highway Division
Highway Building
Room 500
Salem, Oregon 97310

Attention: Mr. L. E. George

Gentlemen:

Subject: I-305 Noise Study

We estimate that an additional $525.00 will be required to replot the noise contours on another map that you will provide us and incorporate these into the report. Following is a breakdown of these costs:

Technician II	D. L. King	at $4.263/hr	30 hr	$127.89
Engineer IV	H. C. Reeder	at 6.727/hr	2 hr	13.45
		Labor		141.34
		Direct & Indirect Costs		141.34
		Total Labor Costs		282.68
		Printing & Reinserting New Sheets into Documents - 7 Figures at $30/figure		210.00
		Total		492.68
		Profit		32.32
		TOTAL COST		$525.00

If you need additional information or have any questions, please call.

Very truly yours,

Harry C. Reeder

Harry C. Reeder
Project Engineer

ld

91141

RECEIVED
AUG 12 1971
FOR FILING

J 305

Noise Study

June 25, 1971

Mr. Robert Adams
Vice President & Regional Manager
Cornell, Howland, Hayes and Merryfield
Post Office Box 428
Corvallis, Oregon 97330

MISC. CONTRACTS and
AGREEMENTS No. 41741

Dear Mr. Adams:

The Highway Commission at its meeting June 22 approved an extension to the agreement dated January 7, 1971, for a noise study on I-305 in the Salem area. The extension approved is from May 13 to June 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ses

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

Please note extension on agreement

Ke

copy of letter to apl.

7441

RECEIVED
JUN 21 1971

FOR FILING

Const
Fed Aid
Interstate

I-305

Noise

June 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached for your information is a copy of Progress Report No. 4 from Cornell, Howland, Hayes & Merryfield for the I-305 Noise Study. This covers work completed for the period between April 26, 1971, and May 26, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:cm srb

Subject: 1-305 Progress Report No. 4 Sheet No. 1 of 1

Date: 8 June 1971 Project No. C6430.0

1-305 NOISE STUDY
Progress Report No. 4
From 4-26-71 thru 5-26-71

Item	% Complete This Report Period	Total % Complete
Gather and check-out instruments	00	100
Select test sites	00	100
Take field data	00	100
Analyze data	00	100
Synthesize data	20	100
Plot results	100	100
Calculate barrier attenuations	100	100
Write, print and present report	70	70

Total job is estimated to be 87% complete.

Harry C Reeder

H. C. Reeder
Project Engineer

9411

RECEIVED
JUN 7 - 1971

Const
Fed Aid
Intest

I-305
Noise Study

June 4, 1971

Lib. copy
Report returned to L. E. George 7-12-71
"renegotiating"

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached for your review and comment are four copies of the I-305 Noise Study Report prepared by Cornell, Howland, Hayes and Merryfield in accordance with our January 7, 1971 agreement.

Preliminary Engineering funds were made available for this study under Federal-aid Project No. I-305-5(1)260.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:ap sr

9491

RECEIVED
MAY 17 1971
FOR FILING

Cont
Fed Aid
Interst

9-30

Noise Study

May 17, 1971

Oregon State Highway Commission

Gentlemen:

On January 7, 1971, an agreement was entered into between the Highway Commission and Cornell, Howland, Hayes & Merryfield for conducting a Noise Study on I-305 in the Salem area. This agreement is to terminate May 13, 1971. Because of minor delays, mostly due to weather, the consultant has verbally requested an extension of time to June 1, 1971. No additional funds will be required.

This matter was telephonically approved by Mr. Jackson on May 14, 1971. Confirmation of this approval will be on the agenda of the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young

RDT:cm sr

9491

RECEIVED
MAY 17 1971
FOR FILING

Cover
Eng Asst
Interst

I 305
Noise Study

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached for your information is Progress Report No. 3 from CH2M for the I-305 Noise Study. This report covers the period from March 26, 1971, through April 26, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:cm srb

Subject: 1-305 Progress Report No. 3 | Sheet No. 1 of 1

Date: 10 May 1971 | Project No. C6430.00

1-305 NOISE STUDY
Progress Report No. 3
From 3-26-71 thru 4-26-71

Item	% Complete This Report Period	Total % Complete
Gather and check-out instruments	00	100
Select test sites	00	100
Take field data	4	100
Analyze data	35	100
Synthesize Data	80	80
Plot Results	00	00
Calculate barrier attenuations	00	00
Write, print and present report	00	00

Total job is estimated to be 65% complete.

Harry C. Reeder

H. C. Reeder
Project Engineer

sw

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RECEIVED
MAY 12 1971
FOR FILING

May 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

In February of this year you approved a consultant agreement between the Highway Commission and Cornell, Howland, Hayes & Merryfield for conducting a Noise Study on I-305 in the Salem area.

In accordance with Section V of the agreement, the contractor was to begin performance within two weeks following notification that the contract had been approved and to complete the work within 90 days. This would set the expiration date at about May 13. The consultant has verbally requested an additional two weeks to accomplish the project. No additional funds will be required.

It is requested that you approve extending this agreement to June 1, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:cm srb

9491

RECEIVED
APR 15 1971
FOREIGN
Legal
Interest

I-305
Noise Study

April 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached for your information is Progress Report No. 2 from CH_2M for the I-305 Noise Study in Salem. This report covers the period from February 24 through March 25, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:cm srb

Subject: I-305 Progress Report No. 2

Sheet No. 1 of 1

Date: 2 April 1971

Project No. C6430.00

I-305 NOISE STUDY
Progress Report No. 2
From 2-24-71 thru 3-25-71

Item	% Complete
Gather and check-out instruments	100
Select test sites	100
Take field data	96
Analyze data	65
Synthesize Data	-0-
Plot results	-0-
Calculate barrier attenuations	-0-
Write, print and present report	-0-

Total job is estimated to be 35% complete.

Harry C Reeder

H. C. Reeder
Project Engineer

APR 8 1971
TRAFFIC ENGINEER

9491

RECEIVED
APR 2 - 1971
FOR FILING

Cover
Fed Aid
Interst

I 305
Noise Study

April 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Attached for your information is a copy of Progress Report No. 1 from Cornell, Howland, Hayes, and Merryfield for the I-305 Noise Study. This report covers work through February 23, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:wj srb

CH2M
ENGINEERS PLANNERS ECONOMISTS

CORNELL, HOWLAND, HAYES & MERRYFIELD
1600 S. W. Western Blvd., P.O. Box 428, Corvallis, Oregon 97330, Telephone: 503/752-4271 Corvallis Regional Office

19 March 1971

Project No. C6430.0

REVISED STATEMENT

Oregon State Highway Division
Highway Building Room 500
Salem, Oregon 97310

Attention: Mr. Bud George

For engineering services through 23 February 1971 in connection with I-305 Noise Study.

Engineer VIII	W. C. Phillips	1 hour @ $16.790	$16.79
Engineer V	J. T. Meier	1 hour @ 7.680	7.68
Engineer V	H. C. Reeder	8 hours @ 6.670	53.36
Engineer I	H. B. Smith	4 hours @ 4.885	19.54
Technician III	K. J. Hopkins	19 hours @ 4.340	82.46

Total Salaries			$179.83	
Direct and Indirect Payroll Costs			179.83	
Expense:				
Transportation:				
W. C. Phillips	1-13-71	10.10		
H. C. Reeder	2-11-71	9.10		
H. C. Reeder	2-17-71	3.00		
Meals:				
H. C. Reeder	2-17-71	7.00		
Telephone		16.04		
Print		1.95		
			47.19	
Profit			40.42	
AMOUNT DUE				$447.27

cec

NOTED
L.E. CLARGE

19 March 1971
Project No. C6430.0

I-305 NOISE STUDY
PROGRESS REPORT NO. 1

WORK COMPLETED

1. All instrumentation was gathered together, repaired and checked.

2. All test sites were selected and surveyed.

PERCENT OF WORK REMAINING 95

Harry C Keefer

9:11

INTERFILED
FEB 23 1971

FOR FILING
Central
Fed Aid
Interst

February 23, 1971

Noise Study

Wm. Bollman
Marion County Housing Authority
4906 River Road, N
Salem, Oregon 97303

Dear Mr. Bollman:

It has come to our attention that Salem Associates, Inc. is presently considering the development of approximately 6.5 acres, east of Kennedy Elementary School as a possible turn-key site.

For the past 8 months, the staff of the Mid Willamette Valley Council of Governments and the Regional Parks Agency has been conducting a study on the proposed I-305 freeway immediately east of this site. It is important that you be aware of the results and recommendations of that study.

Of primary concern to our staff and the Oregon State Highway Department were the detrimental effects of noise generated by freeway traffic. Preliminary results of our noise study indicates that this property would be totally undesirable for any residential use, especially mult-family. In order to effectively reduce the noise level adjacent to the freeway, we are proposing a 16-foot earthfilled berm on the west side of the freeway which will be incorporated into a Linear Park. The Linear Park, in addition to providing recreational value to the area, will also serve as a buffer between the freeway and existing future residential uses. In order to facilitate the Linear Park and the earth filled berm, acquisition of part or all of the subject property may be necessary. We feel that any subsequent development on this parcel, even if the earth-filled berm is constructed should require very special site planning and construction thereby substantially increasing development.

REFERRED TO
Hall 2-25-71
By

The Oregon State Highway Department has presently engaged CH2M to conduct a noise study to verify our preliminary work, the results of which should be available sometime in April. In addition, the report on the I-305 freeway and the Linear Park will be available sometime next month and a copy will be forwarded to you.

In conclusion, it is our feeling that the residential uses of any kind would not be appropriate adjacent to the freeway at this location better use of this land could be made by using it as a buffer zone and encorporating it in the Linear Park as a connector to Kennedy Elementary School.

Very truly yours,

RC

RANDY CURTIS, PLANNER

RC/gs

cc: Salem Associates, Inc.
George Price
Ken Graber
Dr. Carl Holm
Fred Klaboe
Mid Willamette Valley Council of Govts

RECEIVED
FEB 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

February 10, 1981

RECEIVED
STATE HWY ENGR
FEB 11 '81
REFER TO
FOR
Info | File

Mr. Richard Santner
MWVCOG
220 High Street
Salem, OR 97301

RE: Noise Report Review
Chemawa-Hickory Section
Salem Parkway
Marion County

Dear Richard:

We have completed the technical review of the Salem Parkway Noise Impact Analysis Report prepared by Seton, Johnson and Odell which you sent to us on February 3, 1981. We still find the report to be inadequate, however it is greatly improved. We have divided our comments into major and minor issues which we feel need to be addressed before a decision on noise mitigation can be made and before the report should be used.

Major Issues:

1. Noise Predictions. While the obvious noise prediction discrepancies appear to have been resolved, we still cannot verify that the computerized noise predictions contained in the appendix of the report are correct. Using the traffic data supplied, free flow, assumed infinite segment length (-90° to 90°), and either hard site or soft site distance adjustment parameters, we cannot duplicate the predictions within a reasonable degree of accuracy. It is essential that this be resolved before the document is used in the EIS.

2. Noise Mitigation. (a) A map(s) showing the location of potential noise mitigation measures should be provided. (b) A table(s) which supplies the engineering data on each noise barrier evaluated should be provided. The table should include data on barrier type, length, height, costs, dBA reduction, number of dwelling units (d.u.) mitigated, cost

per d.u., and cost per d.u. per dBA reduction. All of this data is needed to evaluate the barriers (and alternatives) and to make a decision on which barriers are likely to be incorporated into the project alternatives. (c) The use of property acquisition as a noise mitigation measure must be in strict conformance to FHPM 7-7-3 Para. 12.b.(5) -- see SJO Report page 69, Para. 2.

3. Figures. The present assortment of noise contour figures is very difficult to use. We suggest the preparation of a key map showing the location of figures within the study area so that reviewers can quickly locate areas of interest. Further, we suggest that the figures be renumbered to provide continuity between alternatives. For instance number all No-Build figures as 12A, 12B, 12C, etc. and all Railroad West figures as 13A, 13B, 13C, etc.

4. Design Noise Levels. FHPM 7-7-3 Para. 8.c. details how interior design noise levels are to be applied. It is not clear, after reading item 3 on page 24, if these procedures were followed. Please clarify.

Minor Issues:

5. Typos. Page 17--several. Page 32 (Table 4)--"57" should be "52". Page 77--"perforated" should be "performed".

6. Editing Comments.
Page 19, Para. 3, Sentence 3 -- delete. ODOT will not verify SJO accuracy or methods.
Page 24, Para. 1, Sentence 1 -- change "maximum acceptable" to "design".
Page 26, Para. 1, Sentence 4 -- change "maximum allowable design criteria" to "design noise levels."
Table 5 and 6 -- reorient on page (sideways) and spread out so the tables are not so crowded.
Page 69, Para. 3 -- delete last two sentences.
Page 70, Para. 2, Sentence 1 -- insert "according to" between "impacted" and "either". Delete "by."
Page 73, Para. 2 -- this paragraph seems out of context in this section. These effects should be discussed in the section dealing with the applicable alternative.
Page 73, Para. 5 -- delete "by property acquisition."
Page 75, Para. 4 -- delete entire paragraph.

7. Other Comments.
Page 70, Para. 4, -- Cost data for barrier cost estimates should be included in the report.

Page 70, Para. 4 — according to FHWA-RD-77-108 there should be a 3 dBA difference between the barrier noise reduction of a wall and a berm. To which type barrier does the 7 dBA reduction apply?
Page 72, Para. 5 — traffic control measures need to be investigated by the report and recommended as appropriate for each alternative. If they are not appropriate, why not?

Please let me know if we can be of any further assistance in the review of the noise report.

Sincerely,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:ct

bc: H. S. Coulter
E. S. Hunter
D. H. Moehring
C. O. Fredrickson
Tony

9491

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FEB 9 1971

FOR FILING

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: February 5, 1971

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-305-5(1)260
Chemawa Road - Hickory St. Section
Consultant Agreement - Noise Study

The consultant agreement with the engineering firm of Cornell, Howland, Hayes & Merryfield for the study of the probable traffic noise along the subject section is approved as transmitted with Mr. Klaboe's February 2 letter.

cc:
Region (08-00.331)

2-9-71

REFERRED TO
Jones - Jones - Story
U. S. [illegible]

NOTED
TOM EDWARDS

RECEIVED
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 18 1971

FOR FILING
Cancel
Fulfilled
Terminated

4

HC
1-7-71

1-305
Noise Study

February 2, 1971

Cornell, Howland, Hayes & Merryfield
1600 S. W. Western Boulevard
Corvallis, Oregon 97330

MISC. CONTRACTS and AGREEMENTS No. 4144

Gentlemen:

On January 27 we sent to you a copy of an agreement covering a study to determine probable effects that noise created by I-305 traffic will have on its surroundings in the Salem area.

Would you please attach to your copy of the agreement the enclosed certification.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Roger Trystad

9491

RECEIVED
DEC 23 1970
FOR FILING

Correct
Initialed
Interest

I-305

Noise Study

December 23, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been prepared wherein CH2M of Corvallis, Oregon will conduct a noise study to determine the probable effect that noise created by I-305 traffic will have on its surroundings and to incorporate the findings in the design to minimize the effects of the noise.

The maximum amount allowed by this agreement is $8,300. Approval has been received from the Federal Highway Administration for use of Interstate Preliminary Engineering Funds on this project.

This matter will be on the agenda for your January 5 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young
V. E. Skoog
R. D. Asburry

RDT:cw sr

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 23, 1970

Mr. Robert Adams
Vice President & Regional Manager
Cornell, Howland, Hayes & Merryfield
Post Office Box 428
Corvallis, Oregon 97330

Dear Mr. Adams:

On preliminary engineering contracts such as the I-305 Noise Study, the Federal Highway Administration requires that the Certification of Contractor and State Highway Division be incorporated into the agreement.

Although the Certification for the I-305 Noise Study was executed by both the Contractor and the Highway Division, it was not a part of the agreement.

It is desirable to accomplish this legal technicality by an exchange of correspondence rather than by rewriting the agreement. My signature below affirms the Highway Division's intent to incorporate the attached Certification, marked Attachment A, into the agreement. Your signature in the space below will indicate the same on behalf of CH_2M.

If this is satisfactory to you, please sign both this letter and the Certification of Contractor and return to Roger Trygstad, Traffic Studies Engineer, Room 500 State Highway Building, Salem, Oregon 97310. This should be in his hands prior to the first of the year.

Very truly yours,

R. L. Porter
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

Robert R. Adams
Robert Adams, Vice President

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 18, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-305-5(1)206
Chemawa Road-Hickory Street Section
Consultant Agreement-Noise Study

The consultant agreement submitted with Mr. Klaboe's December 16 letter is approved as to form. Please submit copies of the executed agreement for our formal approval.

Your November 25 letter with attachments included an executed certification of contractor and State Highway Division. These certifications, however, are not referenced to any agreement. PPM 40-6 Section 9 requires that these certifications be incorporated in the agreement by reference. Since this agreement is already written we suggest the incorporation of the certifications be accomplished by an exchange of correspondence with the consultant.

cc:
Region (08-00.33)

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9491

2.1

DEPARTMENT
DEC 9 - 1970
FOR FILING

Const
Fed Aid
Interest

I 305
Noise Study

December 9, 1970

Mr. Robert Adams
Vice President and Regional Manager
Cornell, Howland, Hayes & Merryfield
Post Office Box 428
Corvallis, Oregon 97330

Dear Mr. Adams:

Following conversations between Mr. Finner, attorney for CH_2M, and Jack Sollis of the State's legal staff, we have revised Item VI-J of the proposed I-305 Noise Study Agreement.

There are attached six copies of the revised agreement. Would you please review the agreement and, if you find it satisfactory, return all six signed copies to Roger Trygstad, Traffic Studies Engineer, Traffic Section, Room 500, State Highway Building, Salem, Oregon 97310.

A fully executed copy will be returned to you after it has been approved by the Federal Highway Administration and the Oregon State Highway Commission.

If you have any questions, please contact Mr. Trygstad.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RDT:cw srb

9491

RECEIVED
DEC 9 - 1970

FOR FILING

Cancel
Fed Aid
Interst

I 305

Noise Study

December 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

In answer to your request for additional information concerning the consultant proposed for the I-305 Noise Study, we offer the following:

1. It is the opinion of the Highway Division that the I-305 Noise Study can best be accomplished by using a local consultant, since the study is relatively minor in nature.

2. It is desired to use a consultant to perform this work, since manpower does not exist for the accomplishment of this work by the Highway Division.

3. Mr. Harry Reeder, Cornell, Howland, Hayes & Merryfield, will be the principal engineer involved in the conduct of this study. Mr. Reeder had a total aggregate of 10 years experience with the Boeing Aircraft Corporation, eight of which were related to data gathering instrumentation and two in responsible charge of acoustical studies for the Boeing Corporation. For the past five years, Mr. Reeder has been employed in his present capacity with CH_2M. He is a graduate mechanical engineer registered in the state of Oregon. He has completed courses in acoustics at Oregon State University and has completed training seminars in the acoustical field with Bolt Beranek and Newman, Inc.

4. Two technical assistants will be utilized in the conduct of this study by Mr. Reeder, one of which will be a

graduate engineer in mechanical technology. The second assistant will be a graduate mechanical engineer with experience in instrumentation including the usage of acoustical instruments.

5. It should be also mentioned that the consultant proposes to utilize some of the instrumentation available from the Highway Division, to which we are agreeable.

We trust this supplies the additional information desired concerning the proposed consultant.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

LEG:mk mc

bc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

RECEIVED
NOV 27 1970

FOR
Consl
Fed Aid
Interst I-305
Noise Study

November 25, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

The Oregon State Highway Division desires to cooperate with the Mid-Willamette Valley Council of Governments to determine the probable effects that noise created by I-305 will have on its surroundings and to incorporate the findings in the design to minimize the effect of the noise. Inasmuch as the State and the Mid-Willamette Valley Council of Governments lack personnel and facilities to make such a study, it is desirable to utilize the services of a consulting firm.

Such a study would be relatively small in nature and extent, and it is important to obtain the information as soon as possible to permit the orderly development of design on the project. For these reasons, the Consultant Committee feels that the study can be done most expeditiously by a local consultant. It is the Consultant Committee's best judgment that this work should be performed by Cornell, Howland, Hayes & Merryfield of Corvallis, Oregon.

Attached are four copies of the proposed agreement between the Oregon State Highway Division and Cornell, Howland, Hayes, and Merryfield. These are being sent to you at this time so that you will have an opportunity to review them. The signed Certification of Contractor and Certification of the State Highway Division is attached.

Also attached are cost estimates prepared by both the consultant and the State and a sheet comparing the two estimates.

It would be desirable to have this study completed at the earliest possible time. We are, therefore, requesting your early approval of this contract authorizing the use of Preliminary Engineering funds under Federal-aid Project Number I-30\(1)206.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall

RDT:cw fn

9491

NOV 2 - 1970

For Filing
Edited
Letter

I 305

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 29, 1970

SUBJECT: Noise Study - I-305

To: MEMO TO FILE

This letter is to document for the file that the Consultant Committee has considered the matter of selecting a consultant for a noise study on I-305. Such a study would be relatively small in nature and extent and could be conducted most expeditiously by a local consultant.

Since it is critically essential to obtain this data in relationship to the environmental impact of the freeway on adjacent culture and neighborhoods, and since it is also critical to obtain this information as soon as possible to permit the orderly development of design on the project, it is the Consultant Committee's best judgment that this work should be performed by Cornell, Howland, Hayes and Merryfield of Corvallis, Oregon.

F. B. Klaboe
Assistant State Highway
Engineer

LEG:mk
R. E. Simpson
cc: F. B. Crandall
R. L. Porter
Tom Edwards

SP*52475-734

1982 19th St.-Astor Column Sec. 9494
Coxcomb Hill Rd. in Astoria.
(Grading and Paving)

C&A 7453 3/20/81

7474.

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 139519

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
6/4/84		CA 3001

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
ASTORCI		324	00			3,009.35
	304-1040	296	00	000		3,009.35
	304-1040	295	00	000		(3,009.35)

CITY OF ASTORIA
1095 DUANE
ASTORIA OR 97103

DESCRIPTION	TOTAL PRICE
FINAL BILLING ON 15TH ST - ASTOR COLUMN, COXCOMB HILL RD. FAP NO. M4350(1) & M4350(2)	
CITY'S SHARE OF COSTS PER ATTACHED ITEMIZED STATEMENT	
PE 1,345.66	
CONST. 19,293.69	
TOTAL CITY SHARE 20,639.35	
LESS: ADVANCE DEPOSIT (17,630.00)	
BAL. DUE FROM CITY	3,009.35
110.00 ACCT. FINAL	

FOLD

734-1150 (7-81)

9-91.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

INVOICE NUMBER: 139519

DATE	PURCHASE ORDER NUMBER		PRIOR REQUEST NUMBER	BILLING REQUEST NUMBER
6/1/84		☐ PARTIAL ☒ FINAL		CA 3001

BILL TO:

CODE: ASTØRCI

City of Astoria

1095 Duane

Astoria, OR 97103

CREDIT DISTRIBUTION

324.00 3,009.35

304-1040-296-00-000 3,009.35

304-1040-295-00-000 3,009.35

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final billing on 15th St-Astor Column, Coxcomb Hill Rd.	
IAP No. M4350 (1) & M4350 (2)	
City's share of costs per attached itemized statement	
P.E. 1,345.66	
Const 19,293.69	
Total City Share 20,639.35	
Less Advance Deposits <17,630.00>	
Bal Due from City 3,009.35	
ASTORIA Inv 4203 110.00	

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
JUN 5 1984
MAN. ASSIST _____ PROGRAM UNIT _____
REFER TO _____
FOR _____

Advance Deposit Amount	$ 17,630.00
Advance Deposit Previously Transferred to Highway Fund	$ 16,630.00
Balance	$ 1,000.00
Transfer to Highway Fund	$ 1,000.00
Refund Due	$ —0—

AMOUNT DUE $ 3,009.35

SUBMITTED BY: J. Hensley

APPROVED BY: T.E. Stang

7474

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS — DATE: May 3, 1984

CITY: Astoria — AGREEMENT NO: 7453 — PROJECT NO: M-4350(1)(2)

CONTRACT NO: 9494 — SECTION: 15th St.-Astor Column, Coxcomb Hill Rd.

PRELIMINARY ENGINEERING (Prefix No. 304-1950):

Project Manager	$ 10,364.84
Final Design	2,509.02
Soils & Geology	2,791.94
Signing	228.23
Utility Liaison	59.22
Program Section	217.42
Specifications	1,713.07
Administrative Services	33.55
Environmental Section	196.34
R/W-Utility Engineer	16.46
TOTAL P.E. COST	$ 18,130.09
Less Federal Funds	(15,730.16)
Less Nonparticipating-Project Manager Costs	(291.40)
AMOUNT TO BE SHARED	$ 2,108.53

STATE SHARE: 50% of $2,108.53 = $1,054.27
CITY SHARE: (50% of $2,108.53) + 291.40 = $1,345.66

CONSTRUCTION (Prefix No. 304-1040):

Payment to Contractor	$ 110,816.82
Payment to Contractor - Price Agreement #2	7,596.00
Interest	34.95
SFO #1 Construction Engineering - Price Agreement #2	402.57
SFO #2 Permanent Striping	153.87
Construction Engineering	10,563.01
Program Section	96.56
Salem Lab.	328.81
Portland Lab.	193.43
Technical Services	275.23
Construction Section	454.41
Region Office	603.56
TOTAL CONST. COST	$ 131,519.22
Less Federal Funds	(100,965.36)
BALANCE	$ 30,553.86

Less Non-Participating Costs:

Payment to Contractor - PA #2	$ 7,596.00	
Interest	34.95	
SFO #1 Construction Engineering - PA #2	402.57	
Construction Engineering	101.41	(8,134.93)
AMOUNT TO BE SHARED		$ 22,418.93

STATE SHARE: 50% of ($22,418.93 + 101.41) = $ 11,260.17

CITY SHARE: 50% of $22,418.93 + (8,134.93 - $\frac{101.41}{2}$)= $ 19,293.69

SUMMARY:

City Share of PE Cost	$ 1,345.66
City Share of Const. Cost	19,293.69
TOTAL CITY SHARE	$20,639.35

Less City Advance Deposits:

P.E. & Const. 7-6-82	$(9,630.00)
P.E. & Const. PA #2 9-27-82	(8,000.00)
AMOUNT DUE FROM CITY	$ 3,009.35

GEZ:bkb

9494 — 12-84 — 304-1040

(ORIGINAL)

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.	
FHWA VOUCHER NO.	
APPROPRIATION	FHWA SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon ADDRESS Capitol Building Salem, OR 97310	PAID BY *(For use of Paying Office)*

STATE: Oregon		VOUCHER TYPE *(Check Appropriate Block)*	
VOUCHER PERIOD	FROM 5-19-82	☐ CURRENT BILLING	FEDERAL AID PROJECT NO.
	TO 12-7-83	☐ OTHER PROGRESS	
		☒ FINAL VOUCHER (*)	M-4350(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
131,519.22	123,384.29	.8183	100,965.36	100,965.36	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	2/16/84	Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED $0.00	SIGNATURE OF FHWA REPRESENTATIVE *(SIGN ORIGINAL ONLY)*
ADJUSTMENTS	
AMOUNT APPROVED	DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	19th St.-Astor Column (Astoria) Coxcomb Hill Road					
	Construction					
	Type Code I000					
	Roadway (Sta. 43+82.72 to Sta. 60+50)					
	Final Contract Payment Summary		Lump Sum		$110,816.82	
SFO	#2 Permanent Pavement Strping (state)		All Required		153.87	
	Total Participating Construction Cost				110,970.69	
	Construction Engineering					
	State		All Required		12,413.60	
	Total Participating Project Cost				$123,384.29	
	Non Participating Project Cost					
	Final Contract Payment Summary		Lump Sum		7,596.00	
	Interest on Final Payments		All Required		34.95	
SFO	#1 Engineering to be paid by City of Astoria		All Required		402.57	
	Construction Engineering		All Required		101.41	
	Total Non Participating Project Cost				8,134.93	
	Total Project Cost				131,519.22	
	Prepared based on Participating cost as shown on this Federal Billing as of 2-23-84					

AMOUNT CARRIED FORWARD .....

GPO 944 891

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS — FEBRUARY 1984 — PAGE 220

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
CLACKAMAS RD-OATFIELD RD	CONT NO 9522	FA PROJ NOS X10	9659008	60 X10	9659010	40			STATE	
	303	1061	201	00	P 1		8,800.00	8,800.00	84	84
	303	1061	201	00	P 2		60,301.06	60,301.06	84	84
	303	1061	296	00	N 9		65,451.00CR	65,451.00CR	84	84
	303	1061	298	00	N 9		65,451.00	65,451.00	84	84
	303	1061	900	00	P 1		1,200.00	1,200.00	84	84
	303	1061	900	00	P 2		6,700.12	6,700.12	84	84
			TOT	P1			10,000.00	10,000.00		
			TOT	P2			67,001.18	67,001.18		
			** JOB TOTALS **			**	77,001.18 **	77,001.18 **		
19TH ST-ASTOR COLUMN	CONT NO 9494	* FA PROJ NOS M	4350002	100					STATE	
	304	1040	201	00	P 1	Fuy Cont.		110,816.82	82	83
	304	1040	201	PA#2 00	N 1	" "		7,596.00	82	82
	304	1040	206	00	N 1	Interest		34.95	83	83
	304	1040	240	01	N 1	SEO#1 Engr by City		402.57	82	83
	304	1040	270	02	P 1	SEO#2 Perm. Striping		153.87	82	83
	304	1040	295	00	N 9	Tr. City		14,710.00	82	82
	304	1040	296	00	N 9	" ST	290.77CR	115,675.36CR	82	83
	304	1040	298	00	N 9	" Fed	290.77	100,965.36	82	83
	304	1040	900	00	P 1	Const. Engr.		10,311.72	82	83
	304	1040	900	00	N 1	" "		101.41	82	83
	304	1040	920	00	P 1	Proj. Sec.		96.56	82	83
	304	1040	940	00	P 1	Salem Lab.	19.06	328.81	82	83
	304	1040	941	00	P 1	Fert. Lab.		193.43	82	83
	304	1040	944	00	P 1	Tech. Serv.		275.23	82	83
	304	1040	945	00	P 1	Const. Sec.		454.41	82	83
	304	1040	946	00	P 1	Region Off.		603.56	82	83
	304	1040	948	00	P 1	Fed. Const. Engr.		149.88	82	83
			TOT	P1			19.06	123,384.29		
			TOT	N1				8,134.93		
			** JOB TOTALS **			**	19.06 **	131,519.22 **		
FLORIDA AVE-VERMONT-N BEND	CONT NO 9073	* FA PROJ NOS M	2691003	66 TQM	2691003	34			STATE	
	306	1065	201	00	P 1			293,751.69	80	81
	306	1065	201	00	P 2			202,580.52	80	81
	306	1065	201	00	N 1			2,284.73	80	81
	306	1065	206	00	N 1			110.23	81	81
	306	1065	206	00	N 2			56.79	81	81
	306	1065	220	03	P 1			1,800.59	80	81
	306	1065	220	03	N 1			4.37	80	80
	306	1065	270	02	P 1			3,607.86	80	82
	306	1065	270	02	P 2			4,149.34	80	82
	306	1065	285	01	P 1			28,727.47	81	81
	306	1065	295	00	N 9		5,889.23	24,689.23	81	82
	306	1065	296	00	N 9		5,889.23CR	54[illegible]45.02CR	80	82

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
303-1031	1	X10 -9665-010 APPR-772	166,002.00	205,779.64	205,246.83	85.00	174,459.81	166,002.00	8,457.81 B	
	2	X1 -9665-006 APPR-823	12,136.00	12,047.26	12,042.30	85.00	10,235.96	10,235.96		
	8	X10 -9665-010 APPR-772	1,600.00	1,853.91	1,849.29	85.00	1,571.90	1,571.90		
303-1031		PREFIX TOTALS	179,738.00	219,680.81	219,138.42		186,267.67	177,809.86	8,457.81	
303-1035	1	X10 -9714-006 APPR-772	157,750.00	167,207.50	167,488.56	85.00	142,365.28	142,365.28		
	8	X10 -9714-006 APPR-772	8,000.00	237.34	236.75	85.00	201.24	201.24		
303-1035		PREFIX TOTALS	165,750.00	167,444.84	167,725.31		142,566.52	142,566.52		
303-1038	1	RRP -9700-001 APPR-139	72,000.00	78,768.81	78,768.81	90.00	70,891.93	70,891.93		
303-1039	1	RRP -000S-021 APPR-139	73,048.00	82,541.69	82,620.85	90.00	74,358.77	73,048.00	1,310.77 B	
~~303-1041~~	~~1~~	~~X10 -9659-008 APPR-772~~	~~297,433.92~~	~~349,633.18~~	~~347,790.78~~	~~85.00~~	~~295,622.16~~	~~295,519.32~~		~~102.84~~
	2	X10 -9659-010 APPR-772	188,987.00	263,351.71	262,823.45	85.00	223,399.93	188,987.00	34,412.93 B	
303-1041		PREFIX TOTALS	486,420.92	612,984.89	610,614.23		519,022.09	484,506.32	34,412.93	102.84
303-1049	1	X10 -9718-006 APPR-580	299,530.00	363,418.11	363,239.13	85.00	308,753.26	299,530.00	9,223.26 B	
	8	X10 -9718-006 APPR-580	15,000.00	17,244.08	17,236.62	85.00	14,651.13	14,636.34		14.79
303-1049		PREFIX TOTALS	314,530.00	380,662.19	380,475.75		323,404.39	314,166.34	9,223.26	14.79
303-1050	1	BROS-0303-001 APPR-117	47,451.00	67,302.81	54,228.70	80.00	43,382.96	43,354.26		28.70
303-1061	1	X10 -9659-008 APPR-580	30,239.08	10,000.00	10,000.00	85.00	8,500.00	8,500.00		
	2	X10 -9659-010 APPR-580	56,951.00	67,001.18	67,001.18	85.00	56,951.00	56,951.00		
303-1061		PREFIX TOTALS	87,190.08	77,001.18	77,001.18		65,451.00	65,451.00		
304-1040	1*	M -4350-002 APPR-W32	100,965.36	131,519.22	123,384.29	81.83	100,965.36	100,965.36		
306-1065	1*	M -2691-003 APPR-W32	324,320.77	370,214.75	367,794.02	88.18	324,320.77	324,320.77		
	2*	TQM -2691-003 APPR-124	198,735.02	225,432.54	225,374.26	88.18	198,735.02	198,735.02		
306-1065		PREFIX TOTALS	523,055.79	595,647.29	593,168.28		523,055.79	523,055.79		
306-1066	1*	TQM -2641-001 APPR-124	231,780.82	262,931.22	262,849.65	88.18	231,780.82	231,780.82		
309-1016	1*	HES -2103-003 APPR-141	43,326.82	56,847.17	48,140.91	90.00	43,326.82	43,326.82		
309-1020	1*	RRP -000S-121 APPR-139	38,968.61	43,349.91	43,298.46	90.00	38,968.61	63,274.54	24,305.93-D	

B01 OREGON STATE HIGHWAY DEPARTMENT 10/21/82 PAGE 101
FHWA BILLING VOUCHER

PREFIX GRP FL FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
303-1969 1 PMS -0005-083 APPR-140	300.00	298.65	298.65	100.00	298.65	298.65		
303-1979 1# SRS -0005-007 APPR-148	44.89	63.28	49.88	90.00	44.89	44.89		
304-1960 1# M -4350-001 APPR-W32	15,730.16	18,130.09	17,838.69	88.18	15,730.16	15,730.16		
306-1926 1# RRS -6300-001 APPR-138	1,894.32	2,318.32	2,104.80	90.00	1,894.32	1,894.32		
306-1936 1# SOS -0504-001 APPR-680	10,092.81	11,767.30	11,767.30	85.77	10,092.81	10,092.81		
306-1945 1# TQM -2641-001 APPR-124	17,382.09	20,265.93	20,265.93	85.77	17,382.09	17,382.09		
6-1953 1# PMS -0005-096 APPR-140	920.96	920.96	920.96	100.00	920.96	920.96		
309-1904 1 RRP -3280-001 APPR-139	1,800.00	499.40	499.40	90.00	449.46	449.46		
309-1976 1 RRO -0005-121 APPR-685	675.00	813.30	813.30	90.00	731.97	675.00	56.97 B	
309-1977 1 RRO -0005-026 APPR-685	1,800.00	1,877.26	1,877.26	90.00	1,689.53	1,689.53		
309-1987 1 M -3245-001 APPR-W32	15,000.00	1,276.03	1,259.71	85.77	1,080.45	1,080.45		
309-1988 1# PMS -0005-082 APPR-140	107.21	107.21	107.21	100.00	107.21	107.21		
309-1997 1 M -3225-002 APPR-W32	15,547.00	5,664.00	5,629.76	88.15	4,962.63	4,962.63		
310-1903 1 PMS -0005-107 APPR-140	3,090.00	274.94	274.94	100.00	274.94	274.94		
310-1904 1 RRS -3040-002 APPR-138	3,600.00	73.84	73.84	90.00	66.46	66.46		
310-1951 1 M -3035-000 APPR-W32		23,633.25		78.19				
310-1976 1 RRP -0005-013 APPR-139	900.00	117.40	117.40	90.00	105.66	105.66		
0-1978 1 SOS -1002-001 APPR-680	7,045.00	25,691.09	12,005.82	61.58	7,393.18	7,045.00	348.18 B	
310-1979 1 RRO -0005-047 APPR-685	153.79	170.88	170.88	90.00	153.79	153.79		
310-1982 1 M -3040-001 APPR-W32	77,190.00	71,952.64	71,946.38	85.77	61,708.41	61,708.41		
310-1984 1 MG -3055-002 APPR-W33	5,000.00			100.00				
310-1986 1 MG -3120-001 APPR-W33	5,000.00	109.83	109.83	100.00	109.83	109.83		
310-1987 1 SOS -1004-001 APPR-680	6,510.00	10,094.65	10,082.94	85.77	8,648.14	6,510.00	2,138.14 B	
310-1989 1 RRP -0005-017 APPR-139	1,800.00	236.80	174.08	90.00	156.67	156.67		
312-1901 1# OS -1201-001 APPR-627	8,374.61	10,710.59	10,710.59	78.19	8,374.61	8,374.61		
314-1991 1 SOS -1401-001 APPR-680	6,900.00	8,420.97	8,292.86	85.80	7,115.27	6,900.00	215.27 B	

.rll OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Clatsop	Oregon
DATE OF REPORT	**REPORT MADE BY** 12-5-83		**PROJECT NO.**
12/5/83	William H. Kappus, Area Engineer		M-4350(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/22/82	12/23/82	100 %	90 CD
APPROVED EXTENSIONS	**LOCATION**		
NONE	City Street, Coxcomb Hill Road 19th Street Astor Column (Astoria)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

19TH STREET - ASTOR COLUMN
COXCOMB HILL ROAD (ASTORIA)
Grading & Paving

This project provided for widening and overlaying the Coxcomb Hill Road in Astoria, Oregon.

The final project cost overran by approximately 5 percent.

A final inspection of the completed project was made 9/22/83.

RECEIVED
STATE HWY ENGR
DEC 9 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original Signed By WILLIAM H. KAPPUS Area Engineer	SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer
William H. Kappus		Glenn K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer	12/7/83	Field Operations Engineer	12/7/83

FORM FHWA-1446 B [illegible] Previous Editions of PR-33E Will Not Be Used.

94/94

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310
TOLL FREE: 1-800-452-7813 Ext. 85034

In Reply Refer to
File No.: CON

January 13, 1983

John F. Crockett
Public Works Director/City Engineer
City of Astoria
1095 Duane Street
Astoria, OR 97103

Breakdown of charges for overlay of existing pavement from Station 13+50 to Station 22+00 on Coxcomb Hill Road.

Price Agreement #2-Contract 9494		
AC Mix Overlay	$7,458.00	
Flagging	88.00	
Temp. Protect. & Direct. Traffic	50.00	
		$7,596.00
Engineering & Inspection Costs		
Labor	$ 353.11	
Equipment Rental	29.92	
		383.03
Total Cost of Additional Overlay		$7,979.03

There may be some costs that are not processed for this work as of this date but they should be fairly minor, if any, and will be included in the final statement of costs you will receive when the project costs have been accepted by the Federal Highway Administration.

The balance of your $8,000 advance deposit for this additional work has been included with the advance submitted for the other portion of this project. When final project costs are determined, this balance ($20.97) will either be refunded to you or applied to your share of the project costs, whichever is applicable.

Rosalyn Wickham
Staff Accountant

RW:cl

Form 734-3122

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW: Contract Accounting

DATE OF REQUEST: 1/12/83

DATE OF ORIGINAL TRANSACTION:

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.):

VENDOR'S NAME:

SEND ORIGINAL TO ACCOUNTING SECTION

REFERENCE	CHARGE							CREDIT							CREW NO.
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		
JV75768 10/82	304-1040	240	01	001	1N	89	06	304-1040	291	01	001	1P	89	06	08034
✓ ✓	✓	✓	✓	✓	✓	98	63	✓	✓	✓	✓	✓	98	63	✓
✓ ✓	✓	✓	✓	✓	✓	125	95	✓	✓	✓	✓	✓	125	95	✓
✓ ✓	✓	✓	✓	011	✓	39	47	✓	✓	✓		✓	39	47	✓
TOTAL						353	11					TOTAL	353	11	

REASON FOR THIS REQUEST:

M4350(2) Correct Function + Coding for SFO #1 - Func 291 is for credit for work done for others - this SFO is for charges related to overlay of existing pavement.

PREPARED BY: Roslyn Wickham

APPROVED:

Form 734-1087 (Rev. 3/80)

SP*71114-734

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	ACTIVE END
	303	1094	206	00	N 1			12.43	80	80
	303	1094	270	01	P 1			835.09	80	80
	303	1094	295	00	N 9			2,284.10	81	81
	303	1094	296	00	N 9			40,808.81CR	80	81
	303	1094	298	00	N 9			38,524.71	80	81
	303	1094	900	00	P 1			5,071.80	80	80
	303	1094	920	00	P 1			89.94	80	80
	303	1094	941	00	P 1			59.43	81	81
	303	1094	945	00	P 1			11.94	81	81
	303	1094	948	00	N 1			13.19	81	81
	303	1094	985	00	P 1			7.99	80	80
			TOT	P1				45,323.19		
			TOT	N1				25.62		
			** JOB TOTALS **			**	**	45,348.81 **		

19TH ST-ASTOR COLUMN	CONT NO 9494		FA PROJ NOS M		4350002 100				STATE	
	304	1040	201	00	P 1	14,283.75	110,819.67	110,819.67	82	82
	304	1040	201	00	N 1		7,596.00	7,596.00	82	82
	304	1040	204	00	P 1	3,206.60	2,000.00CR	2,000.00CR	82	82
	304	1040	240	01	N 1		29.92	29.92	82	82
	304	1040	270	02	P 1	153.91	153.91	153.91	82	82
	304	1040	291	01	P 1		353.11	353.11	82	82
	304	1040	295	00	N 9	14,710.00	14,710.00	14,710.00	82	82
	304	1040	296	00	N 9	72,014.43CR	113,334.72CR	113,334.72CR	82	82
	304	1040	298	00	N 9	57,304.43	98,624.72	98,624.72	82	82
	304	1040	900	00	P 1	63.69	9,950.00	9,950.00	82	82
	304	1040	900	00	N 1		75.87	75.87	82	82
	304	1040	920	00	P 1	18.17	62.46	96.64	82	82
	304	1040	940	00	P 1	151.00	309.75	309.75	82	82
	304	1040	941	00	P 1		184.96	184.96	82	82
	304	1040	944	00	P 1		5.84	5.84	82	82
	304	1040	945	00	P 1	105.63	142.02	142.02	82	82
	304	1040	946	00	P 1		579.72	579.72	82	82
	304	1040	948	00	P 1		150.07	150.07	82	82
			TOT	P1		17,982.75	120,711.51	120,745.69		
			TOT	N1			7,701.79	7,701.79		
			** JOB TOTALS **			17,982.75 **	128,413.30 **	128,447.48 **		

B&NRR XING @ DEER IS RD	CONT NO		* FA PROJ NOS RRS		6300001 100				STATE	
	305	1084	270	01	P 1			52,844.67	79	82
	305	1084	270	02	P 1			5,294.18	79	81
	305	1084	296	00	N 9	24.18CR	125.70CR	59,310.52CR	79	82
	305	1084	298	00	N 9		101.52	53,678.74	79	82
	305	1084	299	00	N 9	24.18	24.18	6,131.78	82	82
	305	1084	900	00	P 1			981.43	79	82
	305	1084	900	00	N 1			154.58	79	79
	305	1084	915	00	P 1			515.24	79	82

9494

January 5, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9494

Gentlemen or Ladies:

On December 30, 1982, we wrote to you concerning release of final payment on Contract No. 9494 awarded to Bayview Transit Mix, Inc., for work on the 19th Street-Astor Column (Astoria) Section of Coxcomb Hill Road in Clatsop County.

Final payment on this contract is $1,997.15 and the total contract amount is $118,412.82. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Bayview Transit Mix, Inc.
950 Olney Avenue
Astoria, OR 97103

Adams-Thompson Insurance Agency
7409 N.E. Hazel Dell Avenue
Vancouver, WA 98665

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

4/92.

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 19th STREET-ASTOR COLUMN (ASTORIA)
WEEK ENDING: November 13, 1982
SECTION PREFIX: 304-1040
HIGHWAY: COXCOMB HILL ROAD
COUNTY: CLATSOP
KIND OF WORK: GRADING AND PAVING
NAME OF JOB: 19th STREET-ASTOR COLUMN (ASTORIA)
CONTRACTOR: BAYVIEW TRANSIT MIX, INC.
CONTRACT NUMBER: 9494
FEDERAL AID PROJECT NUMBER: M-4350(2)
DATE OF CONTRACT: JULY 6, 1982
DATE WORK STARTED: JULY 20, 1982
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 90
WORK DAYS USED
CALENDAR DAYS USED 90
SPECIFIED COMPLETION DATE
PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $125,278.06
EXCLUSIVE OF ENGINEERING: $112,795.26
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $119,600.00
ESTIMATED PERCENT OVERRUN UNDERRUN: 5%
ENGINEERING AUTHORIZATION: $12,482.80
ENGINEERING COST TO DATE: $11,300.00
PERCENT OF AUTHORIZATION: 91%
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 104
DATE PROJECT WAS COMPLETED: OCTOBER 14, 19[illegible]

SEMIFINAL SUBMITTED NOVEMBER 2, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

		GRADING	AGGR. BASE	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	*					
MILES PARTIALLY COMPLETED	*					
MILES COMPLETED	*					1100 TON
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3200 CY	500 TON			1931 TON
TOTAL QUANTITIES CORRECTED TO DATE		4700 CY	1463 TON			1931 TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		4700 CY	1463 TON			
AVERAGE DAILY QUANTITIES	*					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	*					
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	mostly sunny	90		THIRD NOTIFICATION ISSUED 11/10/82.
MONDAY 8	mostly sunny	"		THIS IS THE LAST REPORT FOR THIS PROJECT.
TUESDAY 9	sunny	"		
WEDNESDAY 10	sunny	"		
THURSDAY 11	partial sun	"		
FRIDAY 12	partial sun	"		
SATURDAY 13		"		

RECEIVED
NOV 15 1982
CONSTRUCTION SECTION

CE, CAE, FOE, OCS, SCS, EEO, OM, CA, I.S., TC, FE, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	No work activity.
MONDAY 8	"
TUESDAY 9	"
WEDNESDAY 10	"
THURSDAY 11	"
FRIDAY 12	"
SATURDAY 13	"

REMARKS

All contract work is complete.
Second notification was issued effective 10/14/82.
Semifinal submitted on 11/2/82.
Third notification was issued on 11/10/82.

This is the last weekly report for this project.

SIGNED C A Anderson LOCATION Astoria

Chet Anderson
Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

94/94

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 11-29	11-4-82	Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clatsop
MODIFICATION NUMBER		Project Number M-4350(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 85,678.00	$ 124,088.00
Federal funds	$ 70,110.00	$ 101,541.00
Other revisions		

This modification is made for the following reasons: to include approved funds for increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of December , 1982 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon November 1, 1982

Federal-Aid Project
No. M-4350(2)

19th St.-Astor Column (Astoria)
Coxcomb Hill Road
Clatsop County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 43+82.72 to Sta. 60+50)

Subtotal of previous estimate of June 16, 1982			$ 74,828.00
Present Estimate			
Temporary Protection & Direction of Traffic		All Required	$ 600.00
Flagman	200 Hour	22.00	4,400.00
Clearing & Grubbing		All Required	500.00
Removal of Structures & Obstructions		All Required	100.00
General Excavation	3,200 C.Y.	1.50	4,800.00
Trench Excavation	30 C.Y.	4.00	120.00
Finishing Roadbed & Slopes		All Required	500.00
1 1/2"-0 Aggregate Base	500 Ton	7.50	3,750.00
Class "B" or "C" Asphaltic Concrete	1,100 Ton	33.00	36,300.00
12" Culvert Pipe	32 Lin. Ft.	5.00	160.00
Extra for Pipe Under Pavement	20 Lin. Ft.	5.00	100.00
Guardrail, Type 2A	1,300 Lin. Ft.	10.50	13,650.00
Extra for Asphalt Ditch Lining	17 Sq. Yd.	5.00	85.00
Drainage Curb	820 Lin. Ft.	2.50	2,050.00
			$ 67,150.00
Revised Estimate			
Temporary Protection & Direction of Traffic		All Required	$ 900.00
Flagman	300 Hr.	22.00	6,600.00
Clearing & Grubbing		All Required	1,000.00

Removal of Structures & Obstructions		All Required	300.00
General Excavation	3,600 C.Y.	1.50	5,400.00
Trench Excavation	55 C.Y.	4.00	220.00
Finishing Roadbed & Slopes		All Required	750.00
1 1/2"-0 Aggregate Base	1,200 Ton	7.50	9,000.00
Class "B" or "C" Asphaltic Concrete	1,700 Ton	33.00	56,100.00
12" Culvert Pipe	107 Lin. Ft.	5.00	535.00
Extra for Pipe Under Pavement	50 Lin. Ft.	5.00	250.00
Guardrail, Type 2A	1,550 Lin. Ft.	10.50	16,275.00
Extra for Asphalt Ditch Lining	24 Sq. Yd.	5.00	120.00
Drainage Curb	1,110 Lin. Ft.	2.50	2,775.00
			$ 100,225.00
		Increase	$ 33,075.00
		Subtotal	107,903.00
		Engineering	16,185.00
		TOTAL	$ 124,088.00

Length of Roadway --------- 0.316 mi.
Cost of Roadway Per Mile---$392,683.54

Clause "A" Federal Funds (81.83%)-----	$101,541.00
State Funds ----------	11,274.00
City Funds ----------	11,273.00
TOTAL	$124,088.00

Group 1 100%
Contract No. 9494
Prefix: 304-1950
Prefix: 304-1040

9494

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 7-195	FEDERAL-AID PROJECT AGREEMENT	Oregon
	7/14/82	County: Clatsop
		Project No.: M-4350(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

19th St.-Astor Column (Astoria)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-19-82	0.316
OTHER *(Specify)*		

FUNDS PRO RATA 81.83%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 85,678.00	$ 70,110.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____
Program Management Engineer
(Title)

By XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 16, 1982

Federal-Aid Project
No. M-4350(2)

19th St.-Astor Column (Astoria)
Coxcomb Hill Road
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 43+82.72 to Sta. 60+50)

Mobilization		All Required	$ 2,000.00
Temporary Protection and Direction of Traffic		All Required	600.00
Temporary Signs	90 Sq. Ft.	4.50	405.00
Temporary Barricades	4 Each	75.00	300.00
Flagmen	200 Hour	22.00	4,400.00
Clearing and Grubbing		All Required	500.00
Removal of Structures and Obstructions		All Required	100.00
General Excavation	3,200 Cu. Yd.	1.50	4,800.00
Trench Excavation	30 Cu. Yd.	4.00	120.00
Finishing Roadbed and Slopes		All Required	500.00
1 1/2"-0 Aggregate Base	500 Ton	7.50	3,750.00
Class "B" or Class "C" Asphalt Concrete	1,100 Ton	33.00	36,300.00
12-inch Culvert Pipe	32 Lin. Ft.	5.00	160.00
Extra for Pipe Under Pavement	20 Lin. Ft.	5.00	100.00
Concrete Inlets, Double	1 Each	500.00	500.00
6-inch Drain Pipe	100 Lin. Ft.	4.00	400.00
Filter Fabric	15 Sq. Yd.	2.00	30.00
Gravel in Drains	14 Cu. Yd.	7.00	98.00
Guard Rail, Type 2A	1,300 Lin. Ft.	10.50	13,650.00
Guard Rail Anchors, Type 1	2 Each	300.00	600.00
Rail End Pieces, Type C	2 Each	100.00	200.00
Extra for 8-Foot Posts	60 Each	8.00	480.00
Extra for Asphalt Approaches	2 Each	100.00	200.00
Extra for Asphalt Ditch Lining	17 Sq. Yd.	5.00	85.00
Drainage Curbs	820 Lin. Ft.	2.50	2,050.00
			$ 72,328.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 1,500.00
Roadside Seeding & Mulching	All Required	1,000.00
		$ 2,500.00
	SUBTOTAL	$ 74,828.00
	Engineering	10,850.00
	TOTAL	$ 85,678.00

Length of Roadway ---------- 0.316 mi.
Cost of Roadway Per Mile ----------$271,132.91

Clause "A" Federal Funds 81.83%-----$	70,110.00
State Funds ----------	7,784.00
City Funds ----------	7,784.00
TOTAL $	85,678.00

Group 1	100%
Contract No.	9494
Prefix:	304-1950
Prefix:	304-1040

94761 (MEMORANDUM) 304-1950

FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-23-82

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD — FROM 4/17/81 TO 5/18/82

FEDERAL AID PROJECT NO. M-4350(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$18,130.89	$17,838.69	88.16%	$15,730.16	$15,730.16	$ 0.00

RECEIVED DIVISION OFFICE — BY — DATE

DIVISION OFFICE REVIEW MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS Oregon

9/23/82 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	15th St.-Astoria Column (Astoria) Section City Street in Clatsop County					
	Preliminary Engineering Type Code P.E. State	All Required			$17,838.69	
	Nonparticipating Project Cost Preliminary Engineering (State)	All Required			291.40	
	Total Project Cost				$18,130.09	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/30/82.					

AMOUNT CARRIED FORWARD . . .

TOTAL TO DATE JOB COST SUMMARY — SEPTEMBER 1982 — PAGE 699

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
OR CITY PAVEMENT MARKING PRO	CONT NO	FA PROJ NOS PMS 00S083 100					STATE
	303 1969	296	00 N 9		4.87	298.65CR	
	303 1969	298	00 N 9		4.87CR	298.65	
	303 1969	901	00 P 1			180.05	
	303 1969	905	00 P 1			108.06	
	303 1969	913	00 P 1			4.32	
	303 1969	918	00 P 1			6.22	
		TOT	P1			298.65	
		** JOB TOTALS **		**	**	298.65 **	
H AVE (MILWAUKIE)	CONT NO	% FA PROJ NOS SRS 00S007 100					STATE
	303 1979	295	00 N 9	4.60	4.60	4.60	
	303 1979	296	00 N 9	4.60CR	18.39CR	63.28CR	
	303 1979	298	00 N 9			44.89	
	303 1979	299	00 N 9		13.79	13.79	
	303 1979	901	00 N 1			13.40	
	303 1979	905	00 P 1			49.88	
		TOT	P1			49.88	
		TOT	N1			13.40	
		** JOB TOTALS **		**	**	63.28 **	
15TH-ASTOR COLUMN(ASTORIA)	CONT NO	% FA PROJ NOS H 350001 100					STATE
	304 1950	296	00 N 9	Tr St	275.22CR	15,862.49CR	
	304 1950	298	00 N 9	" Fcf.	275.22	15,862.49	
	304 1950	901	00 P 1	Proj. Mgr.		10,073.44	
	304 1950	901	00 N 1	" "		291.40	
	304 1950	905	00 P 1	Fin. Des. 72.85CR	65.35CR	2,509.02	
	304 1950	910	00 P 1	Soils & Geol		2,791.94	
	304 1950	911	00 P 1	Signing		228.23	
	304 1950	914	00 P 1	Utility Liab		59.22	
	304 1950	920	00 P 1	Proj. Sec.		217.42	
	304 1950	921	00 P 1	Specs. 56.09CR	56.09CR	1,713.07	
	304 1950	922	00 P 1	Adm. Serv.		33.56	
	304 1950	923	00 P 1	Env. Sec.		196.34	
	304 1950	932	00 P 1	R/w/Util. Eng 21.13CR	21.13CR	16.46	
		TOT	P1	150.07CR	142.57CR	17,838.69	
		TOT	N1			291.40	
		** JOB TOTALS **		150.07CR**	142.57CR**	18,130.09 **	
BARR XING @ DEER ISLAND RD	CONT NO	% FA PROJ NOS RRS 300001 100					STATE
	305 1925	296	00 N 9			2,318.32CR	
	305 1925	298	00 N 9			1,894.32	
	305 1925	299	00 N 9			424.00	
	305 1925	901	00 P 1			1,917.45	
	305 1925	901	00 N 1			213.52	

9/17

304-1040

STATE OF OREGON

INTEROFFICE MEMO

TO: Gerald Wimer
Region 2 Construction Engineer

DATE: September 16, 1982

FROM: C. Anderson
Chet Anderson
Project Manager

REGION 2 ENGINEER
RECEIVED
SEP 22 1982
RE RCE RME RTE ROE ULE GEO RSO ENV RPE

SUBJECT: Price Agreement No. 2
Overlay Existing Pavement, Station 13+50+ to Station 22+00+
19th Street-Astor Column (Astoria) Project
Coxcomb Hill Road
Clatsop County
Contract No. 9494

Enclosed is price agreement No. 2 on the subject project. This price agreement will provide for overlaying the existing pavement (2-inch depth, 18-foot width) of Coxcomb Hill Road from Station 13+50, (the intersection with 19th Street), 850 feet+ up the hill to the end of the widened portion at Station 22+00. Overlaying this portion of Coxcomb Hill Road was requested by the City of Astoria, letter from the City is enclosed. This additional work is being done at bid unit prices. Even though this additional work is being done as part of the 19th Street-Astor Column project the items of work on this price agreement should be kept seperate from the other items of work on the project as the City will be paying for all the cost of the work covered by this price agreement. The City would also pay the cost of engineering the items of work on this price agreement.

Also submitted is a State Force Order. This state force order would establish an account for charging engineering costs related to the subject price agreement.

It is anticipated this additional work will be started on 9/16/82 and be completed by 9/17/82. The additional work was reviewed with G. Wimer on 9/15/82 with consent to proceed being indicated upon receiving a check from the City and an indication from the City releasing the State of design and safety responsibility.

Enclosed with the price agreement and State force order is a check from the City of Astoria for the estimated amount the additional overlay work will cost it being understood the City will be billed for an additional amount if the actual cost of the additional work is more than the estimated amount or the City will be refunded an appropiate amount of the actual cost of the additional work is less than the estimated amount.

CA/kal

cc: file

encl: PA #2 w/attachments
SFO #1 w/attachments
Check from City of Astoria
Letter from City of Astoria

cc: C. T. Keasey w/original order and attachments described above.
Approval is recommended.
Remarks DCC CTK & OBJ out to Pat Schuyler approved 9-15
A Wimer
REGION II CONSTRUCTION ENGINEER

cc Jan Peterson w/entire set attachments including check
cc Harry Zahner " " " " except "

Contains Recycled Materials
81-125-1387

SP*75683-12*

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): 19TH St - Astor Column (Astoria)		CONTRACT NO.: 9499
HIGHWAY: Coxcomb Hill Road	COUNTY: Clatsop	PREFIX: 304-1040
SUBMITTED BY (RESIDENT): Chet Anderson — DATE: 9/17/82 — FOR: ☒ REVIEW ☒ APPROVAL		F.A. PROJECT NO.: M-9350(2)
SUBMITTED BY (REGION): H. Nemet — DATE: 9-24-82 — FOR: ☐ REVIEW ☒ APPROVAL		TO ACCOMPANY (ORDER TYPE AND NUMBER): PA No. 2

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

City of Astoria — BY Letter (Request) — ON 9/15/82

BY — ON

BY — ON

BY — ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

G. Kilter — BY Phone — ON 9/15/82

BY — ON

BY — ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☐ NO

BY — ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☐ NO; ☒ NOT APPROPRIATE
COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY — ON

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY — ON

NET EFFECT OF ORDER ON PROJECT	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
INCREASE ~~DECREASE~~ $ 7,530.00	$ 125,278.06	$ 132,808.06	6 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

This P.A. Provides for overlaying Coxcomb Hill Road from Sta. 13+50± to Station 22+00±.

The City of Astoria requested this additional work.

The City of Astoria will pay for all the costs involved for this P.A.

Work will begin on 9/16/82 and probably be completed on 9/17/82.

☐ CONTINUED ON ADDITIONAL SHEET(S)

Submit Original to Construction Branch

734-1882 (11-81)

Work to be done:

On an approximately 850 feet length of Coxcomb Hill Road, from Station 13+50± (Intersection of Coxcomb Hill Road & 19th Street) to Station 22+00±, provide and install 2-inch average depth and 18-feet average width, Class "C" Asphalt Concrete Mixture overlay lift over the existing pavement. Existing pavement to be cleaned and "tack coated" just prior to applying overlay lift, (Approximately 1 ton of tack coat asphalt will be required). Traffic control thru the overlay work to be provided as needed. All work, materials, and other effort needed for accomplishing this overlay work to conform to provisions of the 19th Street-Astor Column (Astoria) project, OSHD Contract No. 9494 which would be applicable to similar work on the 19th Street-Astor Column (Astoria) project.

All materials, work and other effort needed to complete the above described overlay work to be done as part of the 19th Street-Astor Column (Astoria) project, OSHD Contract No. 9494.

Specifications, basis of measurement and other provisions:

Payment to be made to contractor at the above indicated unit prices for the actual quantities of work completed on the items of work listed above. All traffic control work, devices, materials, and effort, except flagging, needed for providing adaquate control of traffic thru the overlay area to be paid for at the above indicated lump sum amount listed for Temporary Protection and Direction of Traffic, Overlay item. The payment made on the above listed items to be full and complete compensation for all materials, labor, equipment, and other effort needed to complete the overlay work outlined above in work to be done.

Form 81-736-1100 (Rev. 5-73)

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name 19th Street-Astor Column (Astoria) Date September 16, 1982

Highway Coxcomb Hill Road Contract No. 9494

County Clatsop Prefix 304-1040

Contractor Bayview Transit Mix, Inc. F. A. Project No. M-4350(2)

Address 950 Olney Avenue Astoria, OR 97103 Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

See Other Side.

Locations by station numbers:

Station 13+50± to Station 22+00±.

Names of pay items, estimated quantities and agreed prices:

Item No.	Item	Unit	Estimated Quantity	Unit Price	Estimated Amount
3002A	Class "C" AC Mix, Overlay	Ton	220	$33.00	$7,260.00
3002B	Flagging, Overlay	Hour	10	$22.00	220.00
3002C	Temp. Protect. & Direct. Traffic, Overlay	Lump Sum	All	$50.00	50.00

Specifications, basis of measurement and other provisions:

See Other Side.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$125,278.06
Present estimate of project cost, including $7,530.00 for work under this order	$132,808.06
Expected ~~under-run~~ over-run (amount)	$ 7,530.00
Expected ~~under-run~~ over-run (per cent)	6

Space to right of this line is for use of Salem Office

Submitted by: C. Anderson
Chet Anderson, Resident Engineer

Approval Recommended: Frank C. Kemper, Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed Joe Ozenjo, Contractor
Bayview Transit Mix Inc

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*79603-734

OFFICE OF THE PUBLIC WORKS
DIRECTOR/CITY ENGINEER
1095 Duane Street
Astoria, Oregon 97103-4584
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

September 15, 1982

Chet Anderson, Project Manager
Oregon State Highway Division
P.O. Box 1104
Astoria, OR 97103

Re: Coxcomb Hill Project
Astoria, OR

Dear Chet:

Following up our conversation earlier this date, I would make the following request on behalf of the City of Astoria:

It is the desire of the City of Astoria, through your department and utilizing the contract prices presently in effect for this prject, that the resurfacing work be extended to the point where curbs now exist on Madison Avenue.

We understand and agree on the part of the City of Astoria that the City relieves the State Department of Transportation from any liability relative to the design on this extended section from the end of the existing project to the aforementioned end of Madison Avenue curbs. Further, we agree that we will immediately, upon completion of the project, follow up with any necessary safety features, such as shoulder rock, centerline and fogline striping and other items that might be necessary to put the section into a safe operating condition.

Again, let me thank you for your efforts in working with the City on this and other projects. I am sure that this will complete this project into something that we all will be well pleased with. The City understands that the total cost of this paving extension will be borne by the City.

Yours very truly,

THE CITY OF ASTORIA

John F. Crockett
Public Works Director/
City Engineer

JFC:dlu
cc: Dale F. Curry, City Manager

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

PO Box 1104
Astoria, OR 97103

September 16, 1982

In Reply Refer to
File No.:

John Crockett
City Engineer
City of Astoria
1095 Duane Street
Astoria, OR 97103

Subject: Request for Advance Payment for Additional Overlay Work
19th Street-Astor Column (Astoria) Project
Coxcomb Hill Road
Clatsop County
Contract No. 9494

Dear John,

Per your, (City of Astoria), request, further overlay work on Coxcomb Hill Road is being arranged as part of the 19th Street-Astor Column (Astoria) project, OSHD Contract No. 9494. It is understood the entire cost of this additional work would be paid for by the City of Astoria.

To include this additional overlay work as part of the 19th Street-Astor Column (Astoria) Project will require the City to submit prior to beginning the work a check to the Oregon Department of Transportation, Highway Division to cover the estimated cost, of the requested additional overlay work and associated additional engineering cost.

It is estimated the additional overlay work and engineering would amount to $8,000.00. Enclosed is a copy of a Price Agreement which when signed would document including this additional work on the project. Except for the $50.00 Temporary Protection and Direction of Traffic Overlay item, the additional work would be done at unit prices equal to the bid unit prices for similar work on the 19th Street-Astor Column (Astoria)project.

It is requested the City submit an $8,000.00 check to cover the estimated cost of this overlay work and engineering with a final additional amount being due or an amount being refunded to the City of Astoria depending on the actual cost of the final amount of work done.

Sincerely,

C A Anderson

Chet Anderson
Project Manager

CA/kal

encl: PA #2

cc: file, Region 2

OREGON DEPARTMENT OF TRANSPORTATION — HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): 19TH St. – Astor Column (Astoria)		CONTRACT NO.: 9994
HIGHWAY: Coxcomb Hill Road	COUNTY: Clatsop	PREFIX: 309-1040
SUBMITTED BY (RESIDENT): Chet Anderson — DATE: 9/10/82 — FOR: ☒ REVIEW ☒ APPROVAL		F.A. PROJECT NO.: M-9350(2)
SUBMITTED BY (REGION): [signature] — DATE: 9-24-82 — FOR: ☐ REVIEW ☒ APPROVAL		TO ACCOMPANY (ORDER TYPE AND NUMBER): SFO No. 1

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY _____ ON _____

BY _____ ON _____

BY _____ ON _____

BY _____ ON _____

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY _____ ON _____

BY _____ ON _____

BY _____ ON _____

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☐ NO

BY _____ ON _____

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☒ YES; ☐ NO; ☐ NOT APPROPRIATE
COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

BY _____ ON _____

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY _____ ON _____

NET EFFECT OF ORDER ON PROJECT	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
INCREASE ~~DECREASE~~ $ 500.00	$ 125,278.06	$ 133,308.06	6 %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

THIS SFO WILL ESTABLISH AN ACCOUNT FOR CHARGING ENGINEERING COSTS TO THE CITY OF ASTORIA FOR OVERLAYING PAVEMENTS FROM STA 13+50± to 22+00± (SEE PA No 2.)

WORK WILL BEGIN ON 9/16/82 & PROBABLY BE COMPLETED ON 9/17/82.

☐ CONTINUED ON ADDITIONAL SHEET(S)

734-1882 (11-81) Submit Original to Construction Branch

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

COST ESTIMATE

PREPARED BY: Kit Leshe — DATE: 9/16/82	PROJECT NAME (SECTION): 17TH St. - Astor Column		CONTRACT NO.: 9494
COST ESTIMATE APPROVED — DATE	HIGHWAY: Coxcomb Hill Road	COUNTY: Clatsop	PREFIX: 309-1040
	COST ESTIMATE FOR: Engineering Costs	TO ACCOMPANY: S.F.C. No. 1	F.A. PROJECT NO.: IM-4350(2)

	ITEM DESCRIPTION	UNIT	MATERIAL AND EQUIPMENT QUANTITY	UNIT COST	MATERIAL AMOUNT	EQUIPMENT AMOUNT Owner or Rental	EQUIPMENT AMOUNT "Blue Book"	LABOR QUANTITY	LABOR UNIT COST	LABOR AMOUNT
1	H.E.1 @ $13.00/Hr *	Hr						8	13.00	104.00
2	H.E.1 @ $15.90/Hr *	Hr						8	15.90	127.20
3	Prottor @ $22.30/Hr *	Hr						8	22.30	178.40
4	Van @ $2.75/Hr	Hr	8	2.75		22.00				
5	Car @ $1.50/Hr	Hr	8	1.50		12.00				
6										
7										
8	* Includes Accoustix 5%									
9										
10										
11										
12										

ATTACHMENTS
- ☐ Equipment Rental Rate Determination, form 734-1861
- ☐ Wage Determination, form 734-1870
- ☐ Other (explain)

None

SUB-TOTALS	A		B	34.00	C		D	409.60
ALLOWANCES—Material (A × 15%); Equipment (B × 15%); Labor (D × 20%)	E		F	—			G	—
TOTALS—Material (A + E); Equipment (B + C + F); Labor (D + 6)	H		I	34.00			J	409.60
MATERIAL, EQUIPMENT AND LABOR TOTAL (H + I + J)							$	443.60

SHEET 1 OF 1

REMARKS—(Description of Work, Assumed Production Rates, Special Conditions)

USE $500.00

734-1877 (8-81)

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9494

PROJECT NAME 19th Street-Astor Column (Astoria) DATE September 16, 1982

HIGHWAY Coxcomb Hill Road FAP No. M-4350(2)

COUNTY Clatsop PREFIX 304-1040 FUNCTION 240

DESCRIPTION OF WORK TO BE DONE:

Establish an account for charging engineering costs to the City of Astoria for the overlaying of the existing pavement from Station 13+50 to Station 22+00, (see price agreement No. 2).

LOCATION BY STATION NUMBERS:

Station 13+50 to Station 22+00.

ESTIMATE OF QUANTITIES & COSTS:

Labor and Equipment.....$500.00

EXPLANATION:

The City of Astoria requested Coxcomb Hill Road from 19th Street to the beginning of the widend portion of the road be surfaced with 2-inches of asphalt concrete mix.. The City will pay all costs required for the additional work.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . . $ 125,278.06

Present estimate of costs including work under this Force Order . . . . . $ 133,308.06

Estimated Overrun / Underrun Amount . . . . . $ 8,030.00

Estimated Overrun / Underrun Percent 6

SUBMITTED BY: C. Anderson

TITLE: Chet Anderson Project Manager

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____

TITLE: _____

APPROVAL RECOMMENDED: _____ Region Engineer

APPROVED: _____ Construction or Traffic Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

SP*70890-734

CON

DATE: August 5, 1982

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
19th Street-Astor Column (Astoria)
Coxcomb Hill Road, Clatsop County
Contract No. 9494

This federal-aid grading and paving project was recently awarded at a cost substantial'y less than the amount obligated by the PS&E. The City of Astoria requested that the length of the project be extended so as to obtain the maximum amount of improvements possible with the funding that is available.

The contractor has agreed to the extension of the project limits by 800 feet and will perform the work at unit bid prices. The cost of this added work is estimated at $33,110. The additional engineering required will cost another $5,000 because of the location and design work, as well as the additional project inspection.

There are sufficient funds available in this category of work and all of the increase is eligible for federal participation.

I recommend that the project authorization be increased by $39,600.00 to a new total of $125,278.06. This matter will be on the consent calendar for the August 17 meeting.

OBJ:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 4, 1982

FROM: for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
19th Street-Astor Column (Astoria)
Coxcomb Hill Road, Clatsop County
Contract No. 9494

This federal-aid grading and paving project was recently awarded at a cost substantially less than the amount obligated by the PS&E. The City of Astoria requested that the length of the project be extended so as to obtain the maximum amount of improvements possible with the funding that is available.

The contractor has agreed to the extension of the project limits by 800 feet and will perform the work at unit bid prices. The cost of this added work is estimated at $33,110. The additional engineering required will cost another $5,000 because of the location and design work, as well as the additional project inspection.

There are sufficient funds available in this category of work and all of the increase is eligible for federal participation. PCRB approval is not required.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $39,600. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:WR:mk

Attach.

cc: C. O. Fredrickson
Chet Anderson
Robert Church
D. E. Swan

NOTED
H.G. COULTER

81-125-1387

Contains Recycled Materials

7474 7-22-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-4350(2)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 10135

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 7/22/82
8. FEDERAL ROUTE NUMBER: FAU 4350
9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:
19th Street - Astor Column (Astoria) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 7/16/82 I approve the program change as follows:

1) Project Location: Change to read "City St., 17th St. East 0.47 miles"

2) Miles: Change to read "0.470"

Also as requested I approve the revised construction costs to a TEC of $125,278 Federal Funds $102,515. (Clause A)

(Increase TEC $39,600 Federal Funds $32,405)

RECEIVED
STATE HWY ENGR
JUL 25 '82
REFER TO
Mochrie
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/22/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9494

L

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

PRO 6-2

Date: July 16, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Program Change
Item No. 10135
Project No. M-4350(2)
19th St.-Astor Column (Astoria) Section
Clatsop County
Contract No. 9494

I request approval of a program change to extend the "Beginning of Project" (the westerly limits) westerly a distance of 813.75 feet, to engineer's station 22+50, requiring modifications as tabulated below:

1) Project Location : Change to read --- "City St., 17th St., E. 0.47 mi.".
2) Miles : Change to read "0.470".

The contractor has agreed to perform the additional work at present contract unit bid prices except the lump sum items will be increased by a percentage. Therefore, it is estimated the additional cost will add approximately $39,600 to the project with $32,405 of Federal funds. This addition will revise the construction costs to a TEC of $125,278 with Federal funds of $102,515.

This request is based on the fact the project under-ran the PS&E obligation. Hence, the City has requested the work be expanded to encompass this additional length to utilize some of their suballocated FAU funds.

Upon your approval of this program change the Construction Section will forward the proper documents.

JLG:bkc

cc: C.T. Keasey
C.O. Fredrickson (Region 2)
General Files

Form 734-3122

June 16, 1982

ACC

John F. Crockett
Public Works Director/City Engineer
City of Astoria
1095 Duane Street
Astoria, Oregon 97103

Dear Mr. Crockett:

On June 10, 1982 we received a satisfactory bid from Bayview Transit Mix, Inc., 950 Olney Avenue, Astoria, Oregon 97103 for 19th Street-Astor Column Section of Coxcomb Hill Road in Astoria.

As described in our Agreement No. 7453, we anticipate the financial sharing of the project costs will be:

CONSTRUCTION:		
Contractor's Bid		$ 72,328.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,500.00	
Roadside Seeding & Mulching	1,000.00	$ 2,500.00
SUBTOTAL		$ 74,828.00
Contingencies (4 1/2%)		3,367.26
Engineering (10%)		7,482.30
Estimated Construction Cost		$ 85,678.56
Estimated Cost of Preliminary Engineering		21,300.00
Estimated Total Project Cost		$106,978.56
Less: Federal Funds (82%)		87,722.01
Required Matching Funds (18%)		$ 19,256.55

Your CITY SHARE: 50% of $19,256.55 = $9,630

We will award the contract when we receive your advance deposit in the amount of $9,630, which should arrive not later than July 2, 1982. You may use one of the three options for payment described on the attached sheet.

Very truly yours,

chk rec'd 1-6-82

9-22-82 Rec'd $8,000 for P.A. - 100% City work. G

D. E. Swan, P.E.
Program Control Engineer

KEH:nf
Attachment

bcc w/AD # 82-46: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 82-46 when advance deposit is received.

S M A

9494

Section 19th St. - Asto. Column (Astoria) Program[illegible]ng Estimate $ 141,000 Rev

Highway Coxcomb Hill Road Project Length 0.32 mile

County Clatsop Completion Time 90 CD

Kind of Work Grading & Paving Est. Comp. Date 10-9-82

Prefix 304-1950 Letting Date June 10, 1982 Project No. M 4350(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 121,424.00 *

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1,500.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished _____		
Roadside Seeding & Mulching	1,000.00	
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
_____		
_____		
_____		
_____		
_____		
Adjust Utilities:		
_____		
_____		
		$ 2,500.00

Subtotal $ 123,924.00 *

Contingencies (4-1/2%) . . . . . 5,576.58 *

Engineering (8, (9) 10%) . . . . . 11,153.16 *

Subtotal $

Credit for _____ . . . . . _____

Estimated Net Authorization, Construction . . . . . $ 140,653.74 *

APPROVED Reid 5-13-82

Road Design Engineer

* Rev. 5-13-82

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE — HIGHWAY DIVISION

Section	County	Sheet
19th St. - Astor Column (Astoria)	Clatsop	1 of 2

Kind of Work	Length	Date	Name
Grading & Paving	0.32 mi.	5-6-82	McGill

COST ANALYSIS UNIT. 5-10-82 A

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 6-10-82

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	9,000.00
	Temporary Protection and Direction of Traffic		All	All	-	1,072.00
	Temporary Signs		Sq. Ft.	~~90~~ 90 *	6.00	540.00 *
	Temporary Barricades		Each	4	125.00	500.00
	Flagmen		Hour	200	22.50	4,500.00
	ROADWORK					
	Clearing and Grubbing		All	All	-	5,000.00
	Removal of Structures and Obstructions		All	All	-	1,500.00
	General Excavation		Cu. Yd.	3,200	6.00	19,200.00
	Trench Excavation		Cu. Yd.	30	20.00	600.00
	Finishing Roadbed and Slopes		All	All	-	2,000.00
	1½"-0 Aggregate Base		Ton	500	18.00	9,000.00
	Class "B" or Class "C" Asphalt Concrete		Ton	1100	38.00	41,800.00
	12-inch Culvert Pipe		Lin. Ft.	32	16.00	512.00
	Extra for Pipe Under Pavement		Lin. Ft.	20	15.00	300.00

734-1736 (8-81)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet
19th St. - Astor Column (Astoria)	Clatsop	2 of 2
Kind of Work	**Length** / **Date**	**Name**
Grading & Paving	0.32 mi. / 5-6-82	McGill

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Inlets, Double		Each	1	600.00	600.00
	6-inch Drain Pipe		Lin.Ft.	100	5.00	500.00
	Filter Fabric		Sq.Yd.	15	5.00	75.00
	Gravel in Drains		Cu.Yd.	14	20.00	280.00
	Guard Rail, Type 2A		Lin.Ft.	1300 850	15.00	19,500.00
	Guard Rail Anchors, Type 1		Each	2	300.00	600.00
	Rail End Pieces, Type C		Each	2	100.00	200.00
	Extra for 8-Foot Posts		Each	60	12.00	720.00
	Extra for Asphalt Ditch Lining		Sq.Yd.	17	15.00	255.00
	Drainage Curbs		Lin.Ft.	820	3.50	2,870.00
	Extra for Asphalt Approaches GR.		Each	2	150.00	300.00

734-1736 (8-81)

1494 5-24-82

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 709

Attention: Right-of-Way Section

Subject: Federal Aid Project No. M-4350(1) Prefix 304-1950

Project Name 15th Street - Astor Column (Astoria)
Coxcomb Hill Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Astoria, Oregon, this 26 day of May, 1982

Certified By:

Regional Right-of-Way Supervisor
Date 5/27/82

City of Astoria

~~Mayor~~ Public Works Director/
City Engineer

~~City Recorder~~

Instructions: Complete A or B and C.

9494

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-19-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-4350(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10135

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/19/82

8. FEDERAL ROUTE NUMBER: FAU 4350

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

19th Street - Astor Column (Astoria) Section

11. GENERAL DESCRIPTION OF WORK

Grading and paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Permanent Pavement Striping S.F. $1,500
  Roadside Seeding & Mulching S.F. $1,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above in your Estimate.

Mr. Swan's 5/18/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $140,650 Federal Funds $115,092.

A signed copy of the Title Sheet is returned herewith.

(Note: Project approved under Clause A)

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO
FOR
Info | Inv. | R/D | D R | Sign | Act | File

14. DATE: 5/19/82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Brosnan

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

May 10, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 10135
Project No. M-4350(2)
19th St.-Astor Column (Astoria) Sec.
Clatsop County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's intention to receive bids for this project on June 10, 1982.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
Gary Zehner w/att.
General Files

Form 734-3122

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

May 10, 1982

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 66: City St., Coxcomb Hill Road 19th St.-Astor Column (Astoria)	ADT	PRESENT 400	FUTURE ----- (66)	YEAR ---- (70) (71) (72)	REGION 10	STATE NAME Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Gr., Dr. & H-T Pave (3R) 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (73)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) 14: M- 23	NUMBER 7: 4350		
CARD	CLASS OF FEDERAL FUNDS: Urban System						COUNTY NAME: Clatsop					
	NAME OF URBAN AREA 17-31: Astoria						ROUTE NO. M	FEDERAL-AID: 4350 (22)	STATE: City St. (20) (97)	U.S. ----		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (81.83%)	STATE FUNDS	OTHER FUNDS (City)
	1	(14-18) (19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
	5				PE							
	5				ROW							
	5				CONST (CODE) 6201		"19th St.-Astor Column (Astoria) Section"	0.316	145,000	118,650	13,175	13,175
								0.316	145,000	118,650	13,175	13,175

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY: DRH	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES: 9-25-81	

REMARKS

Additional Data: Item No. 10
No. M-4350(

304-1950

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

May 10, 1982

T LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St., Coxcomb Hill Road 19th St.-Astor n (Astoria)	ADT	400	-----	----	10	Oregon	41	W32	10135

RK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(3R)								M-	4350	(2)		

Urban System

Astoria

COUNTY NAME: Clatsop — CODE: 007

ROUTE NO. M — FEDERAL-AID: 4350 — STATE: City St. — U.S.: ----

PROGRAM STAGE: [ ] 1 OR [ ] 2

RK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (81.83%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
W								
NST		"19th St.-Astor Column (Astoria) Section"	0.316	145,000	118,650	13,175	13,175	ROW-60' normal; Access Control-none; Parking Restrictions-complete.
		PROJECT TOTALS	0.316	145,000	118,650	13,175	13,175	

DRH

VAL DATES: 9-25-81

REMARKS

Additional Data: Item No. 10135; project No. M-4350(1).

-over

USCOMM DUSCOMM-DC 48905-P61

19th St.-Astor Column (Astoria) Section

Remarks continued:

Project Data: Work consists of overlay and shoulder improvement requiring grade, drain, H-T pave to provide 2-10 ft. travel lanes with 2 ft. paved shoulders. Utility adjustments as required and incidental work common to this type of project.

Accommodation of Utilities: A State-City agreement No. 7453 complying with paragraph 6d(1) of PPM 30-4.1 was executed on 2-20-81.

Maintenance: A State-City Agreement No. 7453 complying with Section 116, Title 23 U.S.C. was executed on 2-20-81.

Note: 1) This project is in Congressional District No. 1.

2) Included in FY '82 AP in Preliminary 6 Yr. HIP on page 59.

3) This project will be Clause A pro-rata at City's request.

7174

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Details
2A	Summary
3,4	Plan & Profile

STATE OF ORE

DEPARTMENT OF TRA

STATE HIGHWAY

PLANS FOR PROPOSED P

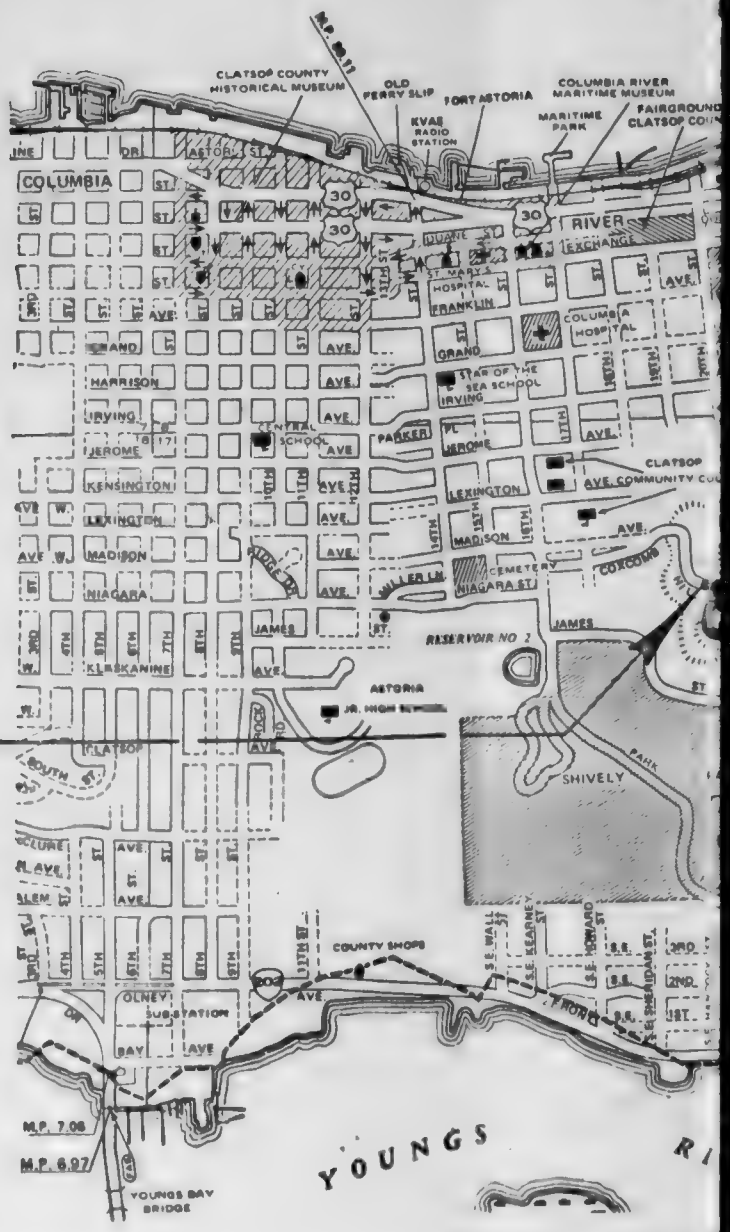
19TH ST. – ASTOR COLUM

COXCOMB HILL

CLATSOP COUNT

COLUMBIA — RI

ASTORIA



BEGINNING OF PROJECT
Sta 43+82.72

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

R COLUMN (ASTORIA) SEC.

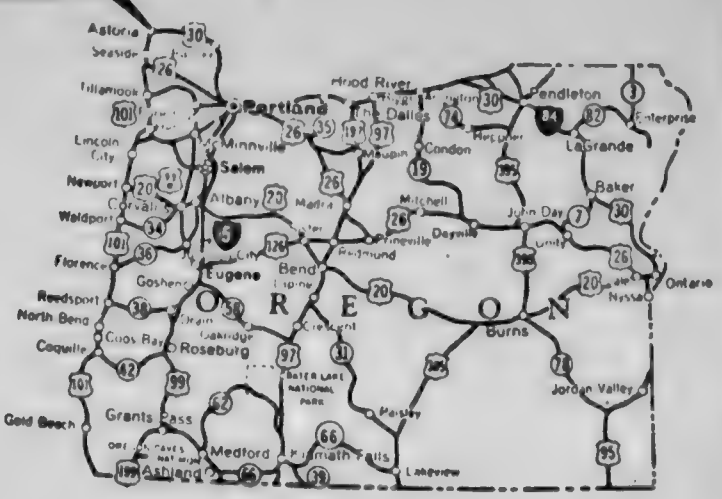
OXCOMB HILL ROAD

CLATSOP COUNTY

19TH ST~ASTOR COLUMN (ASTORIA) SEC. COXCOMB HILL ROAD CLATSOP COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAUS

PRELIMINARY COPY
APR 19 1982
SUBJECT TO CHANGE



APPROVED
CITY OF Astoria
BY MAYOR Robert Chapping
BY RECORDER Ronald D. Eaton
DATE 5-4-82

END OF PROJECT
Sta. 60+50

PRELIMINARY COPY
SUBJECT TO CHANGE

REGISTERED PROFESSIONAL ENGINEER 4478 OREGON OCT 30 1980 H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER 4652 OREGON MAY 13, 1970 EDGAR S. HUNTER

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY EINGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER — DATE

9L1941

L.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project M-4350(-)
15th Street-Astor Column (Astoria)
Coxcomb Hill Road, Clatsop County

Date: April 22, 1982

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. J. H. Versteeg's April 5, 1982, letter on the subject project has been reviewed. Due to the low ADT, the type of traffic, and the existing alignment, we concur in the decision to construct a 24-foot width roadway.

for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Dsgn)

RECEIVED
TECHNICAL SERVICES
APR 26 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
APR 26 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9/97

City-Astoria

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

PO Box 1104
Astoria, Or 97103
April 20, 1982

In Reply Refer to
File No

RECEIVED
APR 1982
ROAD DESIGN
SECTION

Do Not
Return To
Action

John Crockett
City Engineer
City of Astoria
1095 Duane
Astoria, OR 97103

Subject: Proposal to Close Coxcomb Hill Road
to Traffic for Construction
15th Street-Astor Column (Astoria) Project
Coxcomb Hill Road
Clatsop County

Dear John,

A suggestion has been brought forward that closing of Coxcomb Hill Road to traffic for construction of the 15th Street-Astor Column project would provide savings in traffic control costs during construction and probably some savings in other construction costs. This savings in costs could be redirected on the project to improvement of a longer section of Coxcomb Hill Road.

Request the City of Astoria consider closing Coxcomb Hill Road to traffic for construction of the subject project. The following options for closing the roadway during construction are outlined below.

Please review the road closure proposal and indicate the City's desire on this situation by the first week in May 1982 so appropiate traffic control provisions may be incorporated in the project plans and specifications.

Road Closure Options

1. Leave roadway open to 2-way traffic except 1-way traffic controled by flagmen where work is actually in progress and is occupying the roadway.

2. Roadway to be closed to all traffic, except traffic for residence at top of hill, and vehicles maintaining facalities located on top of the hill, 75 consecetive days, probably from July 15 thru Sept 30.

3. Roadway closed to all traffic from 5:00AM thru 2:00PM each day, except traffic for residence at top of hill and vehicles maintaining facalitits located on top of Coxcomb Hill. After 2:00PM each day and until 5:00AM the following day leave roadway open to 2-way traffic except 1-way traffic controlled by flagmen where work is actually in progress and is occupying the roadway.

Sincerely,

C. Anderson

Chet Anderson
Project Manager

CA/kal

cc: Don Stoudenmeyer, Design
G. Wimer, Region 2
file

7174

City - Astoria

STATE OF OREGON
LOCATION UNIT

INTEROFFICE MEMO
LOC 3

TO: J. H. Versteeg
Road Design Engineer

DATE: March 1, 1982

FROM: Donald E. Shafer
Bicycle Route Engineer

SUBJECT: 15th Street-Astor Column Project
City Street

1 Versteeg ✓
Anderson
Adams
Olson
Sullivan
Terpin
Troon
Wakefield

RECEIVED
MAR 2 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

While it would be very nice for bicycles, as well as motor vehicles, to have shoulders on the above-named project, I agree with the statement in the addendum to the narrative. The cost of providing that width at this time would be "excessively disproportionate to the need or probable use".

A 24-foot clean surface would be a great improvement over the existing surface.

DES:ja

REFERRED TO
Board 2 Stoudenmeyer
Cole Mann
Eriksen 1 Watson
Heger Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

I read - no bike path or shoulders, review.
A.

4-13-82
We have cut the pavement to stay within the funds. 21' paved width is proposed. Agree with Shafer - can't justify any more than 24' for future

4/14

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 5, 1982

In Reply Refer to
File No.:

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, OR 97301

Dear Mr. Wilken:

Re: 15th St.-Astor Column (Astoria)
Coxcomb Hill Road FAU 4350
Clatsop County

This FAU project is for overlay and widening of a roadway running from 15th Street to the Astor Column in the City of Astoria. It is 4700 feet long with an ADT of 400. The alignment is curved ranging from 70 foot radii to 460 foot radii. The present roadway is 16-20 feet wide and carries sightseers to and from the Astor Column.

The proposal is to provide a 24 foot wide paved roadway. Standards would call for 26 feet of width.

Traffic is slow on the route and the present facility is difficult to traverse for buses and recreational vehicles. Due to funding we are limited to the 24 foot width proposed which will be a great improvement over the existing.

It is in the public interest to construct this improvement rather than leave the existing road as is and your concurance in this 24 foot width is requested.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

Don Adams
Final Design Engineer

RECEIVED
TECHNICAL SERVICES
APR 6 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

JHV/DA:rlr
cc: E. S. Hunter
C. O. Fredrickson
F. E. Terpin
D. N. Stoudenmeyer
J. C. Vincent

15th St.-Astor Column (Astoria) Project
Coxcomb Hill Rd. FAU 4350
Clatsop County

LOCATION NARRATIVE REPORT

Coxcomb Hill Road in Astoria, part of FAU 4350, runs from 15th and Madison Streets to the top of Coxcomb Hill where the Astor Column is located. Coxcomb Hill Road provides the only means of vehicle access to the Astor Column, Astor Column Park area and noted viewpoint of the surrounding area.

Presently the roadway is too narrow for comfortable use by regular passenger vehicles and it is not practical for recreational vehicles or buses to travel this roadway.

The purpose of the subject project is to widen the existing roadway enough to provide for comfortable and practical access by all types of passenger vehicles to the park, column and viewpoint on top of Coxcomb Hill.

The lower portion, about 350 ft. of the roadway, from 15th and Madison Streets easterly to 16th and Madison Streets, is surfaced with concrete and is curbed (24 ft. wide curb tc curb). Widening this portion of Coxcomb Hill Road was originally planned as part of the project but has been deleted as there is not enough money available. The City of Astoria has indicated they will consider establishing no-parking in this area, which in effect widens the travel lanes enough for comfortable use by recreational vehicles and buses.

From 16th Street to the parking lot on top of Coxcomb Hill the roadway traverses the southerly slope of Coxcomb Hill, the roadway being notched into the south slope of Coxcomb Hill. The existing roadway is narrow, 16 to 20 ft. paved width, and in places with no shoulder on the downhill side. Most of the road is on a 2% to 5% ± uphill grade with short portions on 6% or more uphill grade. Almost all of the roadway is on curved alignment. The majority of the curves are sharp, having radii of 70 ft. to 460 ft. ±.

The subject project as proposed provides for widening the existing roadway to 24 ft. paved width. No change in alignment is proposed. A 24 ft. wide paved section is the minimum width which would provide the desired comfortable roadway for all types of passenger vehicles. It is proposed to "reuse" the existing surfacing by overlaying it with 4 inches of A.C. mix. Overlaying and reusing the existing pavement means the existing alignment cannot be changed. The limited amount of money available for this project dictated that the paved width be made as narrow as practical.

An A.C. drainage curb is used in place of a regular "V" ditch in some areas to minimize the excavation quantity and to keep the cut slopes to a minimum height. One to one cut slopes are used also to minimize the height of cut slopes and lessen the slide potential or to stay within the right-of-way.

Surface drainage at the lower end of the project (Sta. 13+00 to Sta. 17+50 ±) is being directed into an existing storm drain line, essentially no change from what is occuring now. It can be expected that the existing storm drain will at times be overloaded but the overflow can be handled by the curbed gutter as it is now.

To match other inlets used in the City, a standard City of Astoria Inlet and Grate should be included on this project. A drawing of the standard City of Astoria inlet, frame and grate is included in the project typical sections.

3-22-82
Stearns says to cut the job back to fit the funding, starting at the Astor Column & coming down the hill.
Total available #145,000 ±

Rec'd 2-25-82
Loc. Section will hold until we decide what to do re: funding. $30,000 ± additional over what has been committed (May '81)

On portions of the roadway it is planned to put a "shed roof" transverse slope in the road so runoff will tend to flow evenly across the roadway and over the shoulder on the downhill side rather than putting a crown in the road, collecting the water in a roadside ditch and diverting it across the roadway in a culvert pipe.

Request either class B or class C A.C. mix meeting "commercial" specifications be used on this project. With the relatively small quantity of A.C. mix on the project it would be unreasonable to expect "full blown" specification A.C. mix to be economically and readily available from local commercial sources.

So that the subject project can be constructed during the 1982 summer season, request this project be made ready for advertising before May 1982.

Addendum to Narrative:

There is $190,000 in funds available for this project. The City of Astoria has requested that the project length be shortened to facilitate staying within the funding limit. Therefore, the beginning of the project is now proposed to be at 18th and Madison, Station 23 + 50. It is the City's intention to have Coxcomb Hill Road remain open during construction. Consideration of a proposal to close this section of road during construction is recommended. Adoption of this proposal would save additional funds.

15th Street-Astor Column (Astoria) Project
Coxcomb Hill Road
Clatsop County

ADDENDUM TO NARRATIVE REPORT

The surfacing design consists of 4" AC over the existing pavement, overlaying the existing pavement in effect recycles the old asphalt, and 9" of base rock and 4" of AC where the existing roadway surface is being widened. The thickness and strength of the existing AC surface and base requires the overlay depth to be at least 3" to 4" if the overlay is to last any reasonable length of time. The typical section shows a variable depth base lift and a 2" top lift. It is anticipated the thickness of the variable depth base lift will vary from a minimum of 1½" to a maximum of 5 of 6" with the tital minimum depth of AC including base lift and top lift, over all but a few very small areas to be at least 4inches. It is anticipated a very few relatively small areas will have 3" of 3½" depth of new AC over the existing pavement. It is estimated the AC quantity will have an average depth of 4½" over the entire area being paved and request the AC quantity set up on the project reflect the needed leveling quantity.

From Station 46+ to Station 50+ run off from the roadway surface will collect on the left side, (Northerly side), of the roadway, run along the AC curb and be diverted to a roadside ditch at Station 45+50+. This run off will then flow under the roadway in a culvert at Station 45+30+ to an existing natural drainage channel located in a slight ravine on the south hillside of Coxcomb Hill. The runoff from the hillside above the roadway, from Station 46+ to Station 50+, will also be collected and carried along this same drainage pattern.

From Station 50+ to Station 57+ the transverse slope of the roadway will tip down to the right of center line. Run off will not be collected but will flow as a "sheet" down and across the roadway. There is not a defined natural drainage channel on the right side of the roadway,(south side), from Station 50+ to Station 57+.

Vertical control for this survey is based on USC & GS mean sea level as being zero elevation, (datum of 1929). Level circuits were iniated from USC & GS bench mark located at the NE corner of concrete base of the Astor Column, bench mark is a brass disk stamped 595 V 193 1928, listed elevation 595.826.

Oregon grid, north zone coordinated and bearings were applied to horizontal control of this survey. Coordinates and bearings were applied by setting on USC & GS triangulation point ASTOR, a brass disk set in NE corner of concrete platform near top of the Astor Column, (Coordinates N 934,127.09, E 1,160,107.26), and backsighting on USC & GS triangulation point Southeast Tower KAST Radio Station, (coordinates N 932,107.74, E 1,151,739.17). A "P" line was established thru the project from which chain and transit ties were made to property pins or subdivision pins that were found. The property pins and apparant property corners and subdivision pins that were found are shown on the detail map. A survey was filed at the County Surveyors Office for the 2 property pins at the SW corner of E. A. & A. K. Hauke property. No surveys

are on file at the County Surveyors Office for the other property corners or subdivision corners that were found, tied and shown on the detail map.

Coxcomb Hill Road provides vehicular access to a City Park on top of Coxcomb Hill where the Astor Column and an interesting view point of the surrounding area is located. It can be expected that a few bicyclist will actually walk their bikes to the top of the hill, tade in the view lock at the column and coast back down the roadway.

Providing additional width on the Coxcomb Hill roadway for bicyclists would involve substantial cost in excavation and surfacing items as the roadway is located on steep terrain. Vehicles using the roadway will be traveling at a very slow speed because of the roads extremely crooked alignment. The 24 foot wide roadway will provide enough room for vehicles to safely pass bicyclists walking their bikes up the hill. Bicyclists coasting down the hill will travel as fast as the motor vehicles and would safely blend in with the traffic.

As the bicyclist that will use this roadway ould reasonable and safely blend in with the slow moving motor vehicle traffic on the roadway it seems unjustified in this case to expend a large amount of additional money to widen the roadway further for bicyclists for the minor benefit that could be expected.

The centerline was revised from Station 44+50 to 46+44 to eliminate fill in unstable area on right. See letter 1-11-82 Fretwell.

Wimer requested aggregate shoulder material to be $1\frac{1}{2}$"-0 size for scour resistance in ditch area.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of 2
Date 2-9-82

ction 15th - Astor Column County Clatsop

nd Of Work G. $P Length Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mob 142,272 8%	110	All			11,000
2	TP$DT 139,472 2%	111	All			2800
3	Temp Signs	111	Sq ft	226	6	1356
4	Temp Barricades	111	Each	8	125	1000
5	Flagpers	111	Hour	450	2350	10,575
6	Clear & Grubbing	201	LS			5000
7	Removal of Struct $065	202	LS			1500
8	Gen. Exc	203	CY	3500	7.00	24.50
9	Tr. Exc	206	CY	78	12	936
10	Finishing Roadbed & Slopes	222	LS			2000
11	Watering	233	M-Gal	25	15	375
12	Aggregate Base 1½"-0	304	TON	1800	10	18,000
13	Class "B" Asphaltic Conc	403	TON	1800	17	30,60
14	Asphalt in Mixture	403	TON	110	190	20,9
15	Tack coat	407	TON	2	300	600
16	12" Culvert Pipe	603	Lin ft	110	16	1760
17	Extra for Pipe under Pvmt	603	Lin ft	50	15	750
18	Aggregate back fill		CY	50	14	700
19	Inlets	604	Eq	1	750	750
20	6" Drain Pipe	605	Lin ft	100	8.	800
21	Filter Cloth	605	Sq yd	100	15	1500
22	Gravel in Drain	605	CY	18	14	260
						123,402

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date 2-9-82

Section 15th St - Astor Column County Clatsop

Kind Of Work G.P. Length Name

No.	Item	Code	Unit	Quant.	Unit Cost	Total
23	Guard Rail type 1	606	Lin ft	975	11	10,725
24	Type "C" End Pieces	606	Ea	4	100	400
25	Ditch Lining, Extra for Asphalt	610	sq yd	24	10	240
26	Drainage Curb, Asphalt	613	Lin ft	1015	3	3045
27	Roadside Seeding & Mulch	681	Ac	1	1200	1200
						153,272
	Anticipated Items, striping & Possibly move city utilities					2000
	Engr & Cot 20%					31,054
			Total →			186,326
					x88%	163,967
				PE		11,900
			F.A. Tot. PE & Const.			175,867

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: 15th Street-Astor Column (Astoria)
Highway: FAU 4350, Coxcomb Hill Road
County: Clatsop
Prefix: 304-1950
Res. Engr. C. Anderson

Date October 9, 1981
Ten Year Traffic Coefficient 5.3
18 kip s.a. per day 3
R Value 13
Frost Penetration - - -
CBE Total Requirement 16.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. (Immediate)	8.0"
9.0"	Aggregate Base	9.0"
13.0"		17.0"

EXISTING ROADWAY

4.0"	A.C.O.L. Includes Level	

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
D. E. Swan

9414

10-8-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-4350(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10135

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/8/81

8. FEDERAL ROUTE NUMBER: FAU 4350

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

15th Street - Astoria Column (Astoria)

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested in Mr. Swan's letter of 9/29/81 I approve the revised Prliminary Engineering Costs to a TEC of $21,300 Federal Funds $18,778.

(Increase TEC $7,800 Federal Funds $6,878)

OCT 15'81

RECEIVED TO

Machling

FHWA

14. DATE: 10/8/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9474

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section 15th Street - Astor Column (Astoria) Date 9/16/81, 19

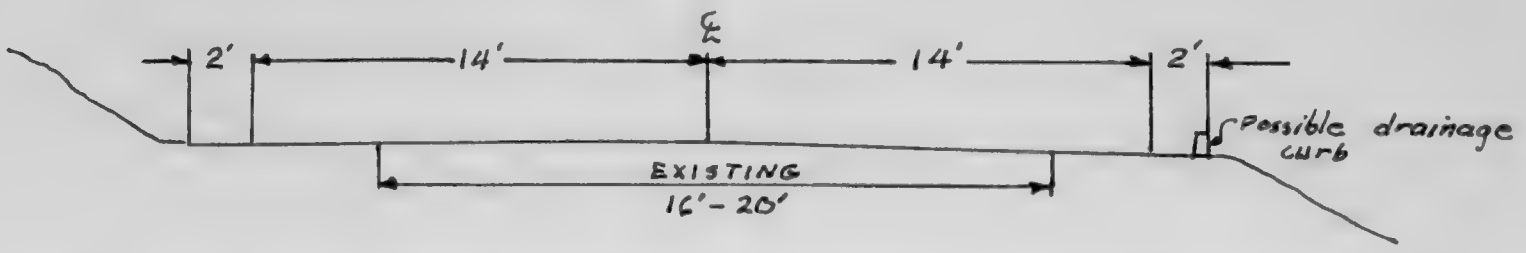
Highway Coxcomb Hill Road, FAU 4350 Authorization No. 2

County Clatsop Survey Prefix 304-1950
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the project is 15th Street. The easterly end is the Astor Column on top of Coxcomb Hill. The route will follow the existing. The length of project is approximately 4700 feet.

Typical Section



Actual dimensions to be determined by the conditions encoutered during the survey.

Purpose of survey:

Prepare plans, specifications and estiate of cost to overlay the existing roadway and widen to provide an adequate facility to handle tour buses and recreational vehicles.

Estimate of Costs:		
Resident Engineer	(901)	$11,000
Final Design	(905)	3,000
Soils & Geology	(910)	2,000
Traffic	(911)	200
Recon. & Hydrology	(918)	500
Project Management	(920)	100
Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	400

M-4350(1)
10-8-81

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
OCT 21 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ 19,300

Previous authorization 13,500

Additional authorization requested 5,800

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

Requests made by:
Field Engineer

Recommended for Approval:
Frank E. Peyton
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

94494

4-17-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: M-4350(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10135

2A. COUNTY NAME: Clatsop

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 4/17/81

8. FEDERAL ROUTE NUMBER: FAU 4350

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

15th Street - Astoria Column (Astoria) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $13,500 F.F. $11,900
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4/6/81.

RECEIVED
STATE HWY ENGR
APR 24 '81
REFER TO
FOR
Info | Eng | Maint | Oper | Safety | Adm | File

MAIL ED. 4/21/81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/17/81	F. V. Hosmer	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

To: Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION

ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
City St., Corcomb Hill Road "15th St.-Astoria Column (Astoria) Sec."	W32	10135	M-4350(1)	4350	City St.

Access Control None Parking Restrictions Partial System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Clatsop 007

A-95 Review:

State Cl. No. ..... Exempt X Date Approved

Dist. 1 Cl. No. ..... Exempt X Date Approved No Reply

Project Environmental Assessment: FHWA Concurrence Dated 1-13-81

Major/Significant (EIS) Major/Non-significant (Neg.) Non-major (None)
1-EIS 2-Draft Assessment & FONSI 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 1.

(2) Included in FY '81' AP in Summary of Projects from Small Urban Areas & Counties.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 13,500.00
FF	$ 11,900.00
STATE	$ 800.00
CITY	$ 800.00

For PR-37:

Field Phase	$
PS&E Phase	$
PRO RATA	88.18%

REMARKS:
1) Attached is a copy of Authority for Survey and sketch maps.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
4-6-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

a

9444

March 20, 1981

City of Astoria
City Hall
Astoria, OR 97103

AGR 4

Attention: Ronald D. Caton
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 1453

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the 15th Street-Astor Column Section of Coxcomb Hill Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: December 23, 1980

FROM: for Gary E. Zehner
D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Federal Aid Urban Project

The City of Astoria is requesting a $165,000 project to widen and improve Coxcomb Hill Road to accommodate increased traffic, including tour buses and recreational vehicles. It is proposed that the project will overlay the existing roadway and will grade and pave both sides of the existing roadway to achieve the desired roadway width. State will perform preliminary and construction engineering. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	State Share	City Share
Astoria	15th Street-Astoria Column, Coxcomb Hill Road, FAU 4350	$165,000	$145,200	$9,900	$9,900

Region 2 and this office investigated the proposed project confirming its validity and financing under the Federal Aid Urban Program. I recommend your approval and request you authorize this project under delegated authority.

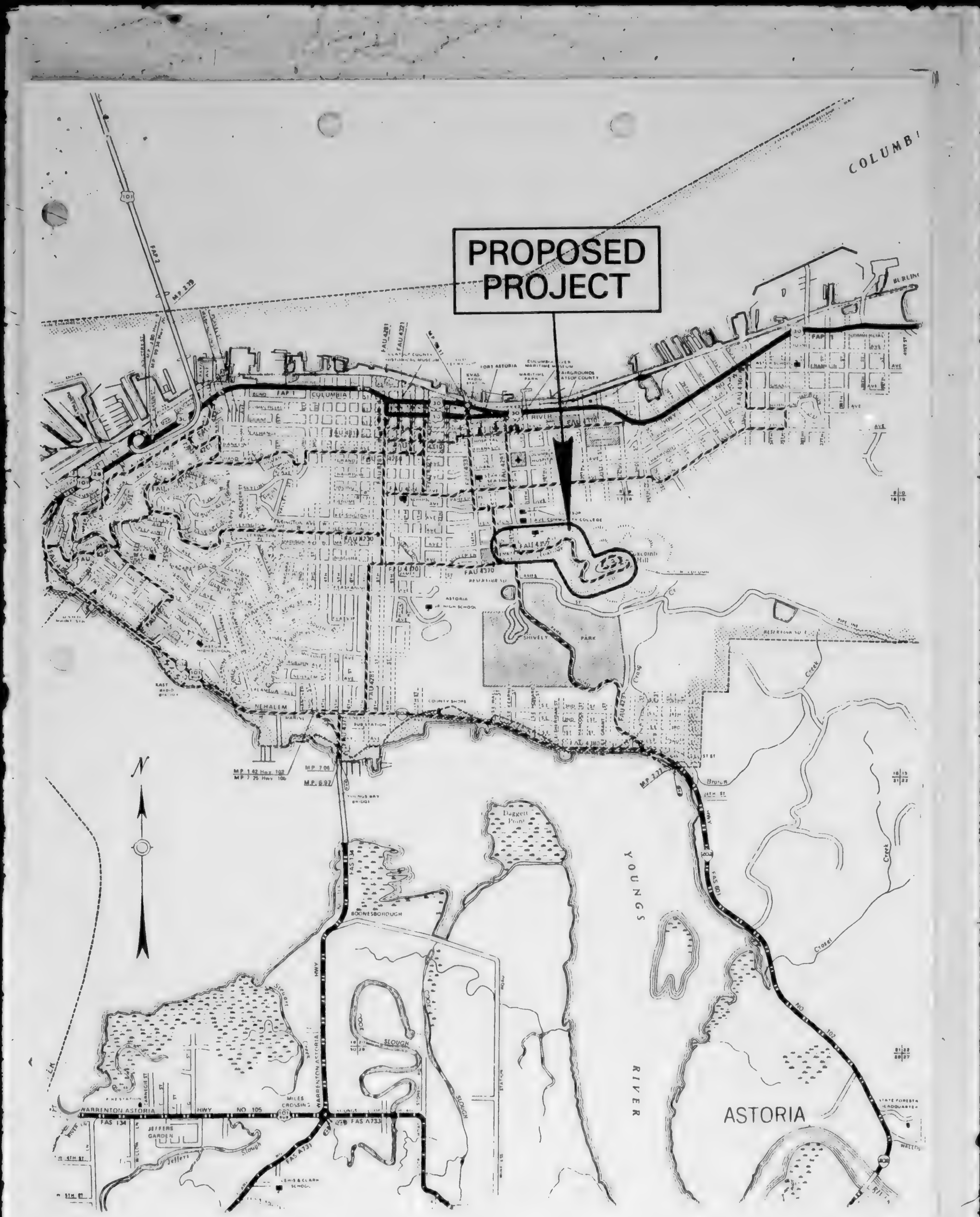
APPROVED BY:
for
State Highway Engineer

Date 12/23/80

GEZ:pf
Attachment

Contains Recycled Materials
81-125-1387

SP*75683-125


PROPOSED
PROJECT
N
ASTORIA
YOUNGS RIVER
WARRENTON ASTORIA
NEHALEM
BOONESBOROUGH
Daggett Point
SHIVELY PARK
JEFFERS GARDEN
FAP 1
FAP 2
FAS 134
FAS 601
FAU 4230
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FAU 10000

Astoria

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: ~~Coxcomb Hill Road Widening~~ 15th Street - Astor Column (Astoria)

HIGHWAY NAME: Coxcomb Hill Road

HIGHWAY NUMBER: FA #4350

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	1	Clatsop	Astoria

LENGTH: 4700 ft

MILEPOST NUMBER: TO

[ ] RURAL [X] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [X] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

The desired program is to widen the existing roadway to accommodate a 24' roadway plus 2-5 foot shoulders. This would be accomplished by overlaying the existing roadway and grading for the widened section. Guard rail may be necessary on part of the work. In actual practice, it will probably be necessary to cut the total width down to perhaps a total 28-foot roadway (2) 12-foot travel lanes with 2-foot shoulders. The existing roadway climbs a steep hillside which has a cut bank on one side and some substantial drop-offs on the other. The proposed widening would get into some pretty large cut sections. The actual section will have to be determined by the survey.

1 Versteeg ✓
Anderson
3 Christensen W
3 Olson RSH
Sullivan
Terpin
4 Troyer
Wakerlig

RECEIVED
MAR 30 1981
ROAD DESIGN SECTION

Do Not File [ ]
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
400	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
20-25	AASHTO	[X] LIGHT [ ] MEDIUM [ ] HEAVY

REFERRED TO
Beard Stoudenmeyer
Cole / Mann NEM
Erikson Watson
Mager Dorn Leu
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. Terpin
Location Engineer
Date 2/23/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (8-1[illegible] feet)	2- (12)
SHOULDERS	none	* 2 - (5') proposed
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	Shared Roadway
INTERCHANGES	none	none
OTHER:		* may need to decrease shoulder to 2 feet

recommend Paved Shldrs.

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment	X		
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map		X	
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY N/A			
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	4	1
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		N/A
RIGHT-OF-WAY ACQUISITION		N/A
P.S. & E. DOCUMENTS		4

RECOMMENDED CONSTRUCTION DATE: 1982 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Field - A/C	4"	2"
Base - C.T.B.	10"	--

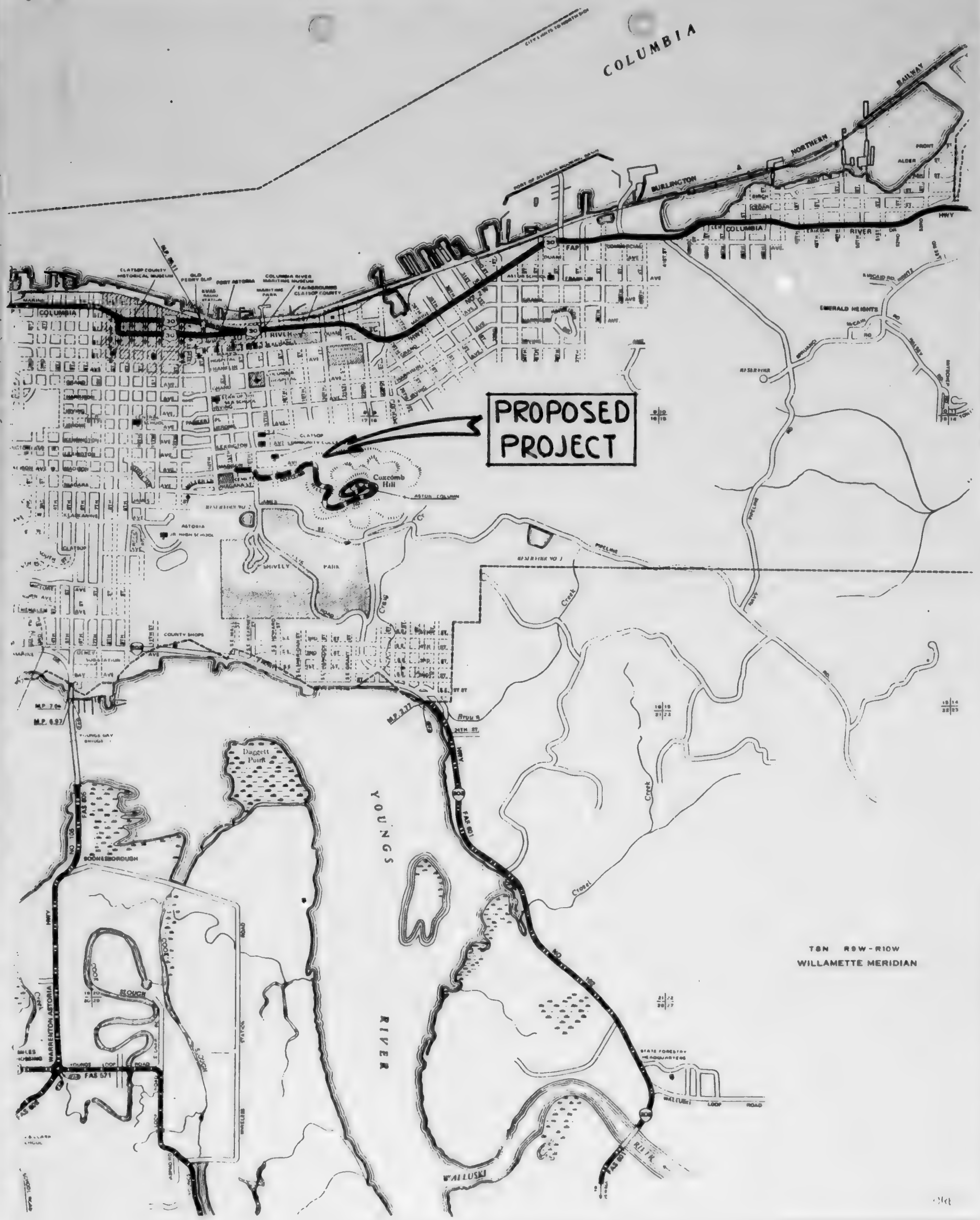
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,500	13.500
RIGHT OF WAY	--	
TRAFFIC CONTROL	--	20.000
ILLUMINATION	--	
STRUCTURES	--	
RAILROAD	--	
ROADWAY	125,000	125.000
OTHER	30,000	30.000
ENGINEERING & CONTINGENCIES	- - -	
PROJECT TOTAL		$ 188.500

SUBMITTED BY _____


COLUMBIA
PROPOSED PROJECT
Cuxcomb Hill
Daggett Point
YOUNGS RIVER
WARRENTON ASTORIA
WALLUSKI
T8N R8W-R10W
WILLAMETTE MERIDIAN

Form FHWA 121 (1/80)

9494

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Project Category Request
Oregon Project M-4350(-)
15th Street-Astoria Column
Coxcomb Hill Rd., Clatsop County

Date: January 13, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your December 30, 1980 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category 3, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

G. L. Green

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg II, Env)

ENVIRONMENTAL SECTION
January 14, 1981

cc: D. H. Moehring
J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
B. L. Gifford (2)
R. H. Prange
Phil Lewellyn
Surfacing Design
C. O. Fredrickson
Chuck Pietrock
Wm. Fretwell
Eldon Everton

[illegible] SITE [illegible]
[illegible] RE [ ] PR [illegible]
INTERFACE TO [illegible]
FOR [illegible]
FILE: PD FA EB KEH

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

M-4350(-)

A. Project Identification:

Date December 30, 1980

Section 15th Street - Astoria Column
City Astoria Hwy. No. FAU 4350
Highway Coxcomb Hill Road FAU 4350
Begin M.P. Length 4,700 feet
County Clatsop
Program Estimate $165,000
Region 2
Funding Source FAU State-Local

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to improve an existing substandard street to provide an adequate facility for existing and projected traffic volumes. Only the build and no-build alternatives are being considered. The build alternative would widen the travel lanes and shoulders of the existing street to a minimum of 12 feet paved travel lanes and 5 feet gravel shoulders. Existing surfacing would be overlayed with a new skid resistant surface to minimize maintenance and improve safety.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☒ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

In accordance with FHPM 7-7-2, (revised) projects of this type are ordinarily considered to be categorical exlusions. No significant adverse impacts to the social, economic, or natural environment have been identified.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	NO	NO
Shoulders (Yes/No, Paved, Gravel)	portions	Yes, Gravel
Average Daily Traffic (Volume/Year)	400 (1980)	
Alignment (New, Combined, Existing)		Existing
Speeds (Posted/Estimated)	20-25	20-25 (posted)

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

Widening the existing street may convert a small amount of publically owned property (City of Astoria) to highway use. This property functions as open space and is zoned for residential use on the Astoria Comprehensive Land Use Plan.

2. Estimated Impact on Land Use:

The project would be compatable with the city of Astoria's proposed Comprehensive Land Use Plan. The street provides access to public and privately owned property zoned R-1, a single family residential area.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

It is not anticipated that the proposed project will have any significant impact on traffic volumes or patterns. Traffic flow and safety will be improved.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None identified

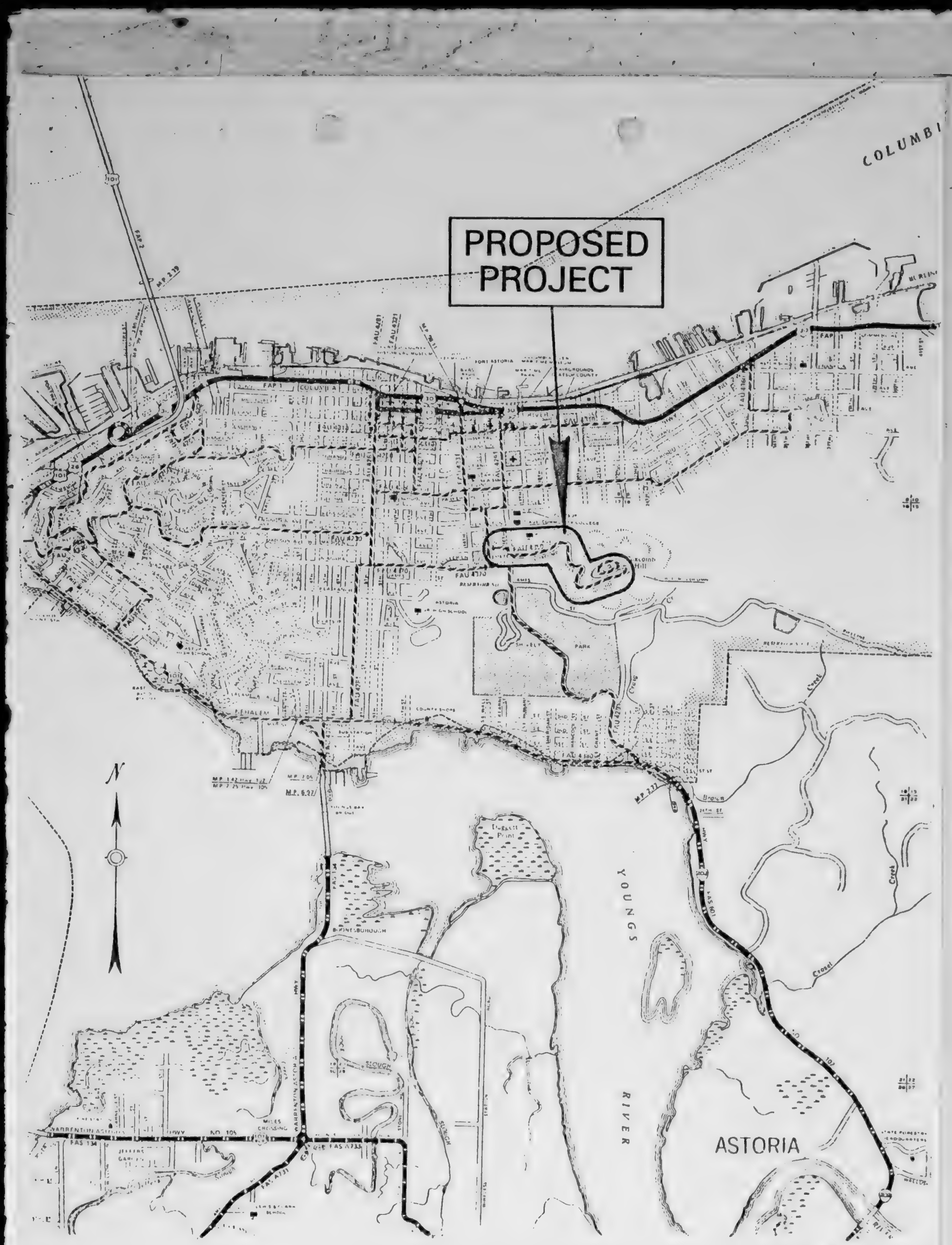
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

Access to the Aster Column, a historic property, will be improved. However it is not anticipated that there will be any significant increase in visitors to the site.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

Name of Preparer and Phone Number: E. Welsh 378-2626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PROJECT
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FAP
FAU 4170
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FAU 4350
FAU 4360
FAU

9474

OREGON STATE HIGHWAY DIVISION
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(Attach Sketch Map)

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- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

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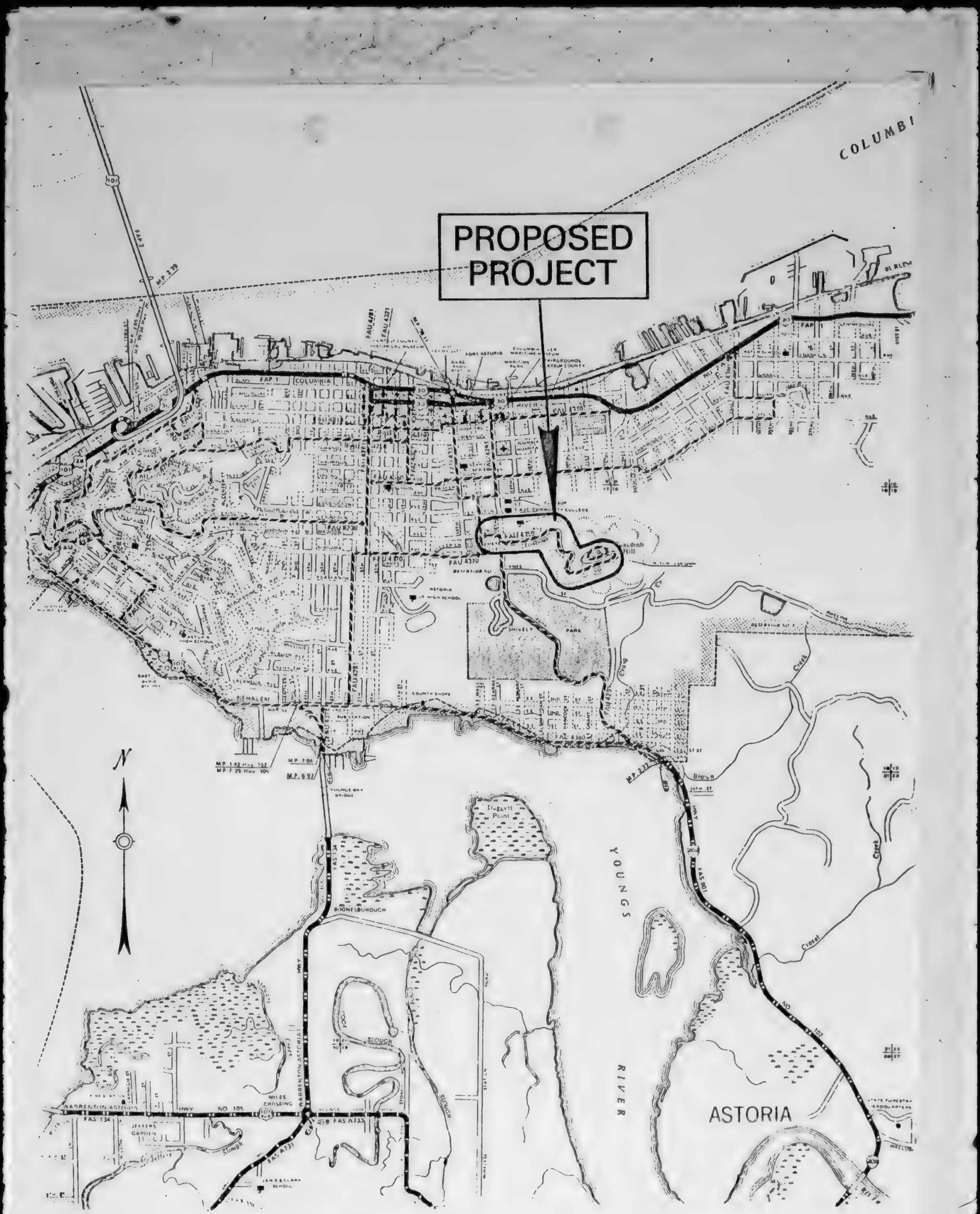
PROPOSED
PROJECT
COLUMBI
FAP 1
COLUMBIA
FAU 4371
FAU 4370
FAU 4280
FAU 4281
FAU 4321
FAP 2
MP 239
FORT ASTORIA
ASTORIA
SHIVELY
PARK
Coxcomb
Hill
HELENS
MP 142 Hwy 102
MP 7.75 Hwy 105
M.P. 7.86
M.P. 6.92
M.P. 2.37
Brown
Creek
Duncan
Point
YOUNGS
RIVER
BRADENSBURGH
SLOUGH
WARRENTON-ASTORIA
HWY
NO 105
MILES
CROSSING
FAS 134
FAS A733
FAS A731
FAS 601
NO 102
ASTORIA
N

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C-hold

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: December 19, 1980

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

CC: Terpin
12 12 80

SUBJECT: 15th Street-Astor Column (Astoria) Sec.
Coxcomb Hill Road FAU 4350
Astoria Urban Area

Attached are the following documents for subject project:

Project Request
Category Request (Info Copy)
Authority for Survey
Prospectus
Region Cost Estimate

The Category Request has been submitted to the Environmental Section with a recommendation for Category 3, Statewide Assessment. No waterways are involved.

The project appears as number 10 on the Urban Area's priority list.

Region office concurs with the request. Please process the documents through normal channels for approval.

POS/rgb

12-23-80
TO TYPE
G

FEDERAL AID PROJECT REQUEST

Applicant Agency City of Astoria, Oregon Date _____

Request for: Off-System ____, FAS-C ____, FAUS X Project

Federal Aid Route No. 4350 Route Name Coxcomb Hill Road

Project Name Coxcomb Hill Road widening - 15th Street to Astoria Column

Project Length 3820'± widen - 4700' overlay Project Location (Attach sketch map)

Project Description Widen existing roadway to a minimum of 34' with a 24' paved section and minimum 5' shoulders - existing pavement to be overlayed. Some guard rail may be required.

Average Daily Traffic Estimated 400 Design Speed 25 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 16' - 20' Travel Lanes 2 Shoulders variable 0-10'
Medians none Parking no
Sidewalks no
Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 24' Travel Lanes 2 Shoulders 5' minimum
Medians none Parking no
Curbed portions Length Curb Radii n/a
Sidewalk/Bikeway Not desireable unless protected.
Remarks Portions may need A.C. curb for drainage purposes.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum _____ Maximum _____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No _____

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks Portion of roadway in dedicated r/w. Other portion thru city owned property.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization: None

Location _____

_____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? By applicant

_____

4. Permanent Striping:

Include in project or by applicant? Include in project

_____

IV. ILLUMINATION DATA

1. Existing Illumination and Location: None

_____

_____

_____

_____

2. Proposed Illumination: None

Location _____
Type _____

_____

Remarks _____

_____

V. STRUCTURE DATA

1. Existing Structure: None

Location _____
Type _____
Approach Roadway Width _____ Shoulder Width _____
Length _____ Width _____
To remain in place? _____

_____

2. Proposed Structure: None

Location _____

_____

Approximate Size: Length _____ Width _____

Are sidewalk/bikeways desired?_____

Are any utilities to be attached to structure?_____

Are provisions for illumination desired?_____

Are there any unusual or complicating conditions?_____

Remarks_____

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes_____ No X

   Name of Railroad_____
   Existing Crossing Protection_____

2. Will existing railroad crossing be altered?_____

   Remarks_____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Ray Ala, Public Works Director / Office
2. Environmental — Ray Ala, Public Works Director / Office
3. Public Hearing — Ray Ala, Public Works Director / Office

Remarks_____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant_____ State X Consultant_____

2. Project construction engineering to be performed by:

Applicant_____ State X Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No X
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 125,000.
Right-of-way costs (if participating)	0
Traffic control	
Illumination	
Structures	
Railroad	
Other contingencies, overhead, profit	30,000.
Preliminary engineering	10,000.
PROJECT TOTAL	$ 165,000.

Remarks_____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Astoria and/or _____ COUNTY

x By Robert Chopping
Robert Chopping, Mayor

By Ronald D. Caton
Ronald D. Caton, Finance Director

By_____

By_____

By_____

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: 12/11/80

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Coxcomb Hill Road Widening

HIGHWAY NAME: Coxcomb Hill Road

HIGHWAY NUMBER: FA #4350

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	1	Clatsop	Astoria

LENGTH	MILEPOST NUMBER		
4700 ft	TO	[ ] RURAL	[X] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [X] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

The desired program is to widen the existing roadway to accommodate a 24' roadway plus 2-5 foot shoulders. This would be accomplished by overlaying the existing roadway and grading for the widened section. Guard rail may be necessary on part of the work. In actual practice, it will probably be necessary to cut the total width down to perhaps a total 28-foot roadway (2) 12-foot travel lanes with 2-foot shoulders. The existing roadway climbs a steep hillside which has a cut bank on one side and some substantial drop-offs on the other. The proposed widening would get into some pretty large cut sections. The actual section will have to be determined by the survey.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
400	

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
	PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
20-25		[X] LIGHT	[ ] MEDIUM	[ ] HEAVY

3. FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (8-10 feet)	2- (12)
SHOULDERS	none	* 2 - (5') proposed
MEDIANS	none	none
PARKING LANES	none	none
SIDEWALKS	none	none
BIKEWAYS	none	none
INTERCHANGES	none	none
OTHER:		* may need to decrease shoulder to 2 feet

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☐	☐
Stream _____	☐	☐	☐
Storm Sewer	☐	☐	☒
Sanitary Sewer	☐	☐	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☐	☐
Flood Plain	☐	☐	☐
Irrigation District	☐	☐	☐
Water District	☐	☐	☐
Drainage District	☐	☐	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☐
DEQ NPS Water Pollution	☐	☐	☐
Building	☐	☐	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment			
Statewide Assessment	X		
Negative Declaration			
Environmental Impact Statement		X	
4-F Statement			
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities		X	

Type _____

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation	X		
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map		X	
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY			
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		
DRAFT ENVIRONMENTAL IMPACT STATEMENT		
CORRIDOR APPROVAL		
FIELD SURVEY	4	1
PRELIMINARY DESIGN		
DESIGN APPROVAL/FINAL EIS		
RIGHT-OF-WAY DESCRIPTIONS		
RIGHT-OF-WAY ACQUISITION		
P.S. & E. DOCUMENTS		

RECOMMENDED CONSTRUCTION DATE: 1982 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Field - A/C	4"	2"
Base - C.T.B.	10"	--

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	6,500	
RIGHT OF WAY	--	
TRAFFIC CONTROL	--	
ILLUMINATION	--	
STRUCTURES	--	
RAILROAD	--	
ROADWAY	125,000	
OTHER	30,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		

SUBMITTED BY _____

OFFICE OF THE PUBLIC WORKS
DIRECTOR/CITY ENGINEER
1095 Duane Street
325-5821

CITY OF ASTORIA OREGON
FOUNDED · 1811

REGION 2 ENGINEER
RECEIVED
DEC 9 1980
RLE RDE
RE RCE RME RTE ROE
ULE GEO RSO ENV RFE

December 8, 1980

Phil Stearns
Region II Federal Aid Engineer
Department of Transportation
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed is our application for FAU funds for a proposed project to overlay Coxcomb Hill Road from 15th Street to the Astoria Column.

If you have questions or need additional information, please let us know.

Yours truly,

THE CITY OF ASTORIA

Ray Ala

Ray Ala
Public Works Director

RA:dls

Enc.

cc: Dale F. Curry, City Manager

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date _____

Section 15th Street to Astoria Column

City Astoria FAU Hwy. No. 4350

Highway Coxcomb Hill Road

Begin M.P. _____ Length 4700'

County Clatsop

Program Estimate _____

Region 2

Funding Source FAU - State - Local

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Coxcomb Hill Road is the only vehicle access to the Astoria Column and the park around the Column. The existing roadway has become inadequate, due to width, to accomodate the increased traffic and the larger vehicles such as tour buses and recreational vehicles. The Astoria Column is a major attraction to area residents and tourists.

C. Recommended Project Category and Documentation:

Project Category	Documentation
1	Draft and Final EIS
2	Environmental Assessment and Finding of No Significant Impact
X 3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☐ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved, Gravel)	Portions	Yes. Gravel
Average Daily Traffic (Volume/Year)	Estimated 150,000	Estimated 150,000
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted/Estimated)	No. 20-25 MPH	Posted 20-25 MPH

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	0
Estimated Number of Parcels	0
Residential Relocation (No.)	0
Business Relocation (No.)	0

2. Estimated Impact on Land Use:

None

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Volumes expected to increase gradually but not significantly.
No change in flow or patterns.
Will increase safety.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

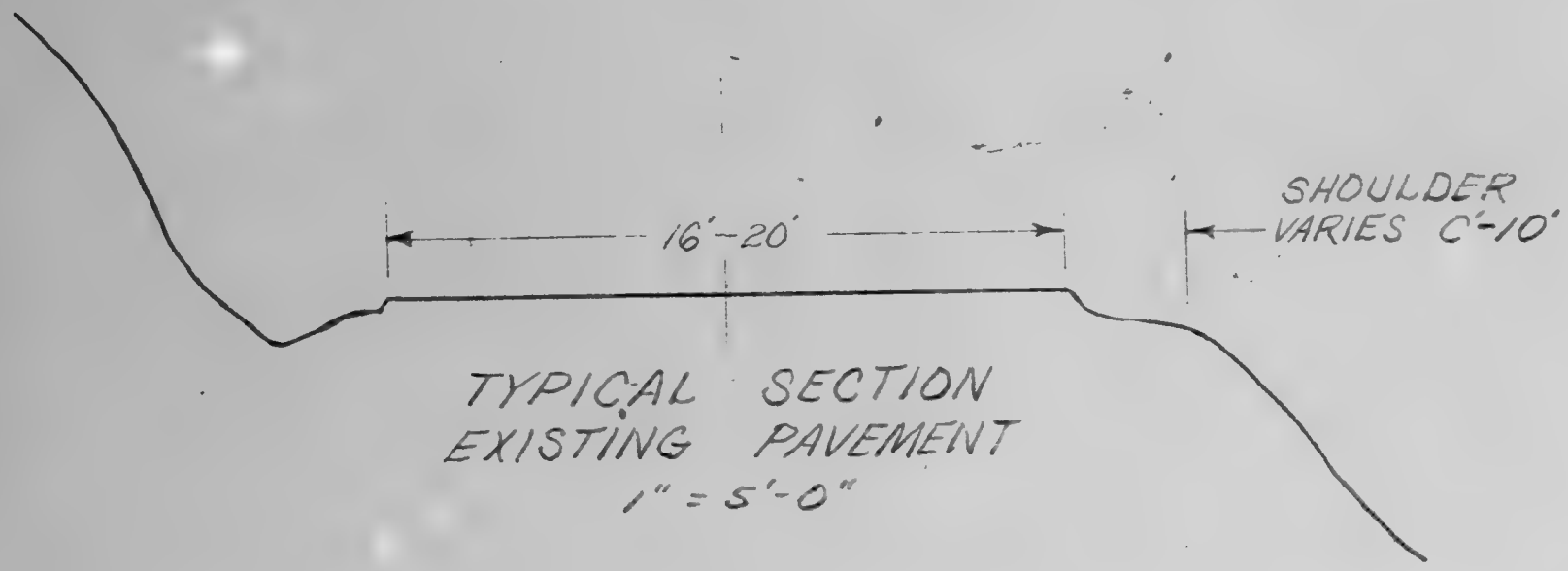
Will increase accessibility.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

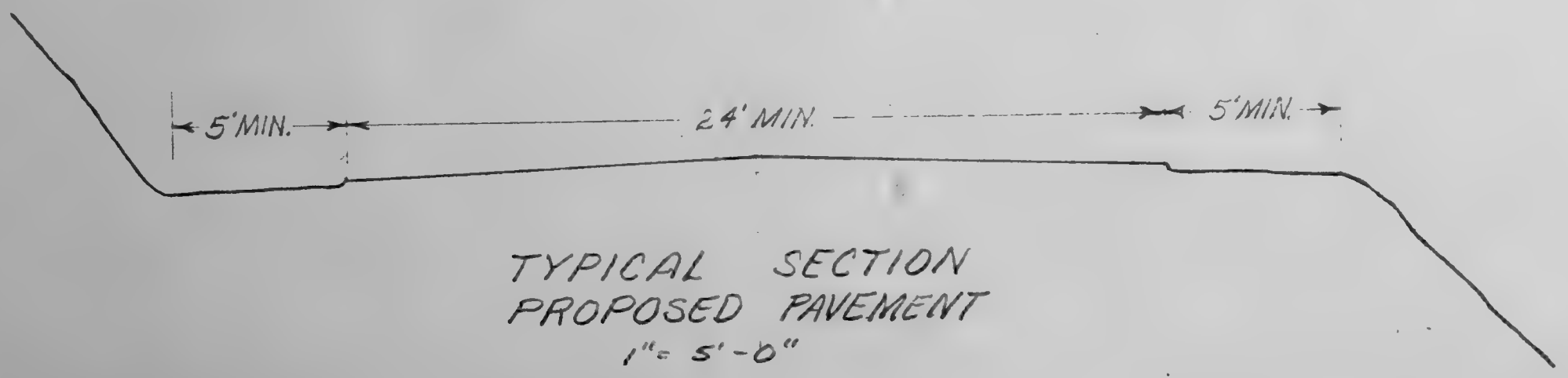
A small amount of natural vegetation and timber will be removed, but vegetation will recover over a short period of time.

Name of Preparer and Phone Number: Ray Ala, PUblic Works Director (503)325-5821

COLUMBIA
RIV
PROPOSED
F.A. URBAN
SYSTEM PROJECT
FAU
4350
CITY OF ASTORIA
COLUMBIA
RIVER
BURLINGTON
NORTHI
FAP 7
FAP 2
MP 302
FAU 4281
FAU 4321
FAU 4310
FAU 4250
FAU 4230
FAU 4370
FAU 4391
FAU 4380
FAU 4371
FAU 4350
FAS 605
FAS 681
OLD FERRY SLIP
FORT ASTORIA
KVAS RADIO STATION
MARITIME PARK
FAIRGROUNDS CLATSOP COUNTY
PORT OF ASTORIA MOORING BASIN
HWY
COMMERCIAL
FRANKLIN
GRAND
HARRISON
EXCHANGE
MARINE
BUNG
ASTORIA
HIGH SCHOOL
SHIVELY
PARK
Coxcomb Hill
ASTOR COLUMN
PIPELINE
RESERVOIR NO 1
NEHALEM
ALAMEDA
MADISON
LEXINGTON
NIAGARA
ALASKAN
ATHA
ALBIAN
ASTOR
BIRCH
CEDAR
Crow
Creek
Brown
Cresent
Daggett Point
YOUNGS
BOON BOROUGH
MP 1.42 Hwy 102 / MP 7.25 Hwy 106
MP 7.06
M.P. 6.97
M.P. 2.77
NO 2W
NO 10E



TYPICAL SECTION
EXISTING PAVEMENT
1" = 5'-0"



TYPICAL SECTION
PROPOSED PAVEMENT
1" = 5'-0"

CITY OF ASTORIA
COXCOMB HILL RD.
PROPOSED WIDENING
12/2/80

Form 81-734-3039

7494 (ACA0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section ~~Coxcomb Hill Road (Astoria)~~ 15th St. - Astor Column (Astoria) Date 12/11, 1980

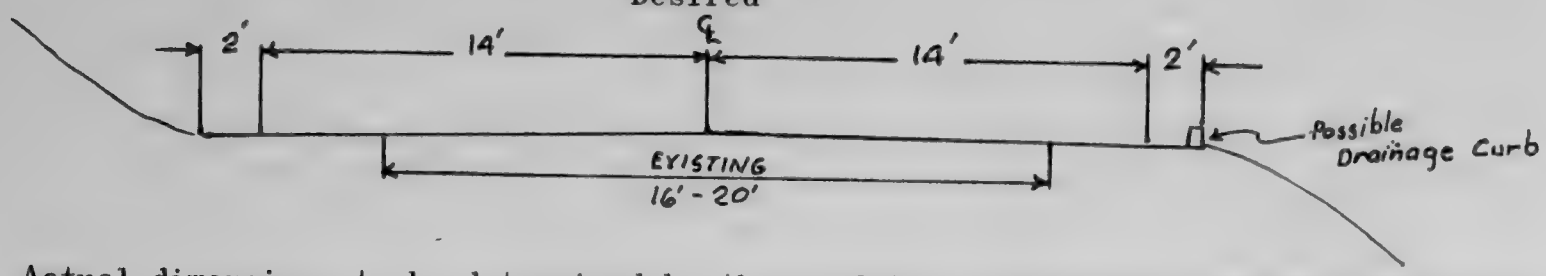
Highway Coxcomb Hill Road, FAU 4350 Authorization No. 1

County Clatsop #4 Survey Prefix 304-1950 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the project is 15th Street. The easterly end is the Astoria Column on top of Coxcomb Hill. The route will follow the existing. The length of project is approximately 4700 feet.

Typical Section Desired



Actual dimensions to be determined by the conditions encountered during the survey.

Purpose of survey:

Prepare plans, specifications and estimate of cost to overlay the existing roadway and widen to provide an adequate facility to handle tour buses and recreational vehicles.

Estimate of Costs:

Resident Engineer	(901)	$6,000
Final Design	(905)	3,000
Soils & Geology	(910)	2,000
Traffic	(911)	200
Project Management	(920)	50
Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	50
Environmental	(923)	200

M-4350(1)
4-17-81

Approved by Hwy Engr 12-23-80

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED JAN 23 1981 LOCATION SECTION

Total estimated cost of survey $13,500

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Field Engineer

Recommended for Approval:

Phillip O. Elmer for Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

KEH

1982 Arizona Inn Slide Sec. of 9495
OR. Coast Hwy. S. of Port
Orford. (Grading)

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

DATE: August 12, 1983

TO: Robert N. Bothman
Assistant State Highway Engineer

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Minor Creek Slide Section
Wilson River Highway
Tillamook County

Winchester Bay Slide
Oregon Coast Highway
Douglas County

The Federal Highway Administration was unable to approve the program change and authorize the acquisition of right of way on the Minor Creek Slide Section because we had already obtained the right to occupy and use all of the right of way through Permits of Entry. The FHWA went on to warn us that caution should be exercised when we are resorting to the use of Permits of Entry to insure that the intent of Section 301 of the Uniform Act is met. We need to make every reasonable effort to acquire real property by negotiations and then make payment to an owner before taking possession.

Ed Hunter in assigning this response to me stated that there must be room in the regulations to take care of the rush of emergency work.

This is true, there is room in the regulations to take care of the rush of emergency work, however, the project history of the Minor Creek Slide could hardly be considered an emergency.

The Minor Creek Slide project prospectus, was received in Salem in September, 1982 and the location survey was approved in October, 1982. P.E. was approved in January, 1983 and the need for right of way was not known until July, 1983.

When we requested authority for acquisition of right of way in July of 1983, it was not approved by the FHWA when they learned that we had already obtained use of the right of way by Permit of Entry. We will now have to buy the right of way with State funds.

After the Federal Highway Administration had turned this project down, another request from Right of Way just arrived dated August 8, 1983 for programming of acquisition of right of way for the Winchester Bay Slide, Oregon Coast Highway in Douglas County.

RECEIVED
TECHNICAL SERVICES
AUG 15 '83
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

The slide occured in the winter of 1981-82. Transportation Commission approved the project in May, 1982, and now we have a request for programming for right of way dated August 8 and a letting date of August 25. The job is already advertised.

The Federal Highway Administration has indicated that they will reject out of hand the request for programming right of way and accordingly we will program the acquisition of right of way with State funds.

The conclusion is that we must perform in a more timely fashion on these slides in order to allow time for the Federal Highway Administration to approve our right of way acquisition request.

By copies of the memorandum I am transmitting to Ed Hunter and Bruce Boyd the project history on 18 slides so that they can examine this data.

GAP:pf

cc: E. S. Hunter, w/attach
J. B. Boyd, w/attach

7-22-83

rll 9-1-15

OSHD (Coulter)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Curry	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7/22/83	W. N. Bryant, Area Engineer		F-2-1(15)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
9/18/82	2/23/83	103 %	9/15/82
APPROVED EXTENSIONS	**LOCATION**		
3 calendar days	U. S. 101, 10.8 miles S of SCL Port Orford		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
JUL 26 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ARIZONA INN SLIDE
OREGON COAST HIGHWAY
Grading

This project provided for the clearing, grading and re-routing of surface drainage on a large slide mass. The contruction of a maintenance access road was also included. A contract in the amount of $139,746 was awarded Bracelin-Yeager Excavating and Trucking Inc., Coos Bay, Oregon on June 17, 1982. Work began on July 14, 1982 and was completed in reasonably close conformance with approved plans and specifications, including approved changes on September 18, 1982 at a final cost of $187,925.94 which includes $103,825.10 for bid item work, $56,904.46 for work under approved price agreements, $3,759.51 for work perfomed under approved force orders, $5,136.87 for State force work, and $18,300 for construction engineering.

The contract provided for a completion date of September 15, 1982. A three calendar day time extension was approved by the State on October 22, 1982 which extended the completion date to September 18, 1982. This contract was primarily an equipment rental type. While the individual pay items varied considerably due to the way the work was accomplished there was no major significant overruns or underruns.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED			ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION		
SIGNATURE	W. N. Bryant Area Engineer		SIGNATURE	Original Signed By G. K. HOSSNER Field Operations Engineer	
W. N. Bryant			G. K. Hossner		
TITLE		DATE	TITLE		DATE
Area Engineer		7/22/83	Field Operations Engineer		7-25-83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9495

May 17, 1983

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9495

Gentlemen:

On March 4, 1983, we wrote to you concerning release of final payment on Contract No. 9495 awarded to Bracelin-Yeager Excavating and Trucking, Inc. for work on the Arizona Inn Slide Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $2,469.60. The total contract amount is $164,489.07 including $3,759.51 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Bracelin-Yeager Excavating and Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, OR 97420

bc: C. T. Keasey
Walt Hart
James J. Gix

9495

October 22, 1982

CON

Bracelin-Yeager Excavating &
Trucking, Inc.
3055 Ocean Boulevard
Coos Bay, OR 97420

Time Extension Request
Arizona Inn Slide
Contract No. 9495
FAP No. F-2-1(15)

Your request for additional contract time in which to complete the above project has been reviewed and a contract time extension of three (3) calendar days is granted due to the performance of extra and added work.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E., P.L.S.
Assistant State Highway Engineer

WES:OBJ:mk

bc: C. T. Keasey
Alfred Shirley, Jr., w/att.
F. D. Morrison, w/att.
FHWA, w/att.
Bob Church

TO: James J. Gix
Region 3 Construction Engineer

DATE: October 11, 1982

FROM: F.D. Morrison
Project Manager

SUBJECT: Arizona Inn Slide
Contract 9495

Attached is the contractor's request for Adjustment of Contract Time on the Arizona Inn Slide Section, Contract No. 9495 on the Oregon Coast Highway in Curry County.

The contractor requests to adjust the completion date from September 15, 1982 to September 30, 1982.

I recommend that the time be adjusted from September 15, 1982 to September 18, 1982. The project was completed September 18, 1982 and no additional time need be granted.

I base my recommendations on the following:

First, we had the contractor load, haul & place quarry rock in the drain ditches. This workalone would have covered the needed time. I recommended 7 days could be allowed when I prepared this P.A.
Second, we had the contractor gut out a slide area above the existing highway, which was not anticipated when the contract was awarded. I also recommended that up to 7 days could be allowed for this work.

Since it only took the contractor 3 additional days to complete the project, I feel the added work did in fact cause the overrun on the completion date. The contractor also pursued the work in a diligent manner during the life of the contract..

10-15-82
O.B. Jackhond I concur in PM's Recommendation for No Liquidated Damages.

Cc: Morrison

10-20-82
W.E. Schwartz:
I concur with Region and Proj. Manager.

ROSEBURG REGION
RECEIVED
OCT 19 1982
RE RIAE RQE RQE TE
RUE DES HSR RPRM
GEO. TAE RBI ATE AA
SCS
EEO
CONSTRUCTION
OAL CA IC TC FE

9495

9

CONSTRUCTION PROJECT MANAGER'S

NARRATIVE REPORT

10-13-82

Project: Arizona Inn Slide
Oregon Coast Highway
Curry County
Contractor: Bracelin-Yeager Excavating & Trucking Inc.

Contract No.: 9495
F.A. No. F-2-1(15)
Prefix: 8-1067

This project involved clearing, grading, installation of drainage pipes and seeding & fertilizing of about 35 acres of the Arizona Inn Slid

The contract was awarded June 17, 1982 and was completed September 18, 1982. The contract specified that the project be completed by September 15, 1982. Three days of Liquidated Damages were assessed However, the contractor has requested an extension and this office approved it due to the added work, which was performed down at the existing highway level.

Before any work was started, we changed the location of the access road, from the middle of the slide area, to the northerly edge of the slide area. This allows access to the benches and did not cut through any of the drainage.

After looking the area over, the contractor requested to substitute a Cat 225 Backhoe with a thumb and a rubber tired loader with grapples to move the trees & brush instead of cutting the trees down and rooting out the stumps. This was done under P.A. No. 1. This method of clearing allowed us to rip outtrees, roots & all and pilethem at various locations througnout the slide. After clearing the upper portion of the slide, we got a burning permit and burned all the debris except one pile, located in the northeasterly corner of the slide area. This pile was too close to the standing trees to light, and will be burned by maintenance after the rainy season starts.

After running up and down the access road with the contractor's equipment, it became apparent that some type of surfacing would be required, as the roadbed was covered with about 6 inches of powdered dust. A State Force Order was written to cover the costs of placing quarry run rock on the access road, to control erosion and keep the road passable.

When the benches were constructed we planned on covering the slopes with excelsior matting. The matting was ordered and before it was placed; wewere instructed to line the ditches with quarry run rock. P.A. #2 was written to load, haul & place the quarry run rock on the bench ditches.

While the grading & shaping was being done, drain pipes were added under the access road and down the slopes to prevent washing.

After the c ontractor finished shaping the slide area, we had the contractor excavate more material below the slide area at the existing highway. This material was already sliding and was very wet. The excavated material was wasted at a State designated area and quarry rock was laid in against the slope. This work was performed under P.A. #3.

2

After all the grading work was completed, the contractor seeded & fertilized the disturbed area with a helicopter.

We also had to prepare a P.A. to cover the re-stocking charges for returning the un-used excelsior matting.

10/13/[illegible]
Date

F.D. Morrison
Project Manager

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Arizona Inn Slide
Highway: Oregon Coast
County: Curry

Contract: #9495
Prefix: 8-1067
F.A. No. F-2-1(15)

Item No.	Item	Unit	Original	Semifinal	+%
	SUMMARY				
	Bid Items	$	139,746.00	103,825.10	-26
	Anticipated Items	$	25,000.00	36,264.51	+45
	Contingencies	$	7,413.57	30,369.46	+310
	Engineering	$	14,827.14	14,827.14	0
	Liquidated Damages	$	0.00	-450.00	-100
	Total	$	186,986.71	184,836.21	-4

All substantial changes were evaluated and only those listed below meaningfully effected the total cost of the project.

INDIVIDUAL OVERRUNS AND UNDERRUNS

Item No.	Item	Unit	Original	Semifinal	+%
B.I. 2	Chain Saw	Hour	800	130.0	-71

Chain Saw underrun due to majority of clearing and grubbing being performed by D7 Tractor w/Brush Blade.

B.I. 3	D7 Tractor w/Angle Blade and winch	Hour	320	369.5	+15

D7 Tractor overrun due to clearing and grubbing work being performed (in place of labor)

B.I. 7	Laborers	Hour	1,000	632.0	-38

Laborer time (originally 1,920 hours) reduced by 920 hours in P.A.#1(1) and this bid item underrun because of decision to use D7 Tractor to clear majority of trees and thick brush on project.

INDIVIDUAL OVERRUNS AND UNDERRUNS
(cont.)

Item No.	Item	Unit	Original	Semifinal	± %
P.A. #1	Cat 950 Loader	Hour	220.0	130.5	-41

950 Loader underrun because of relatively few tasks assigned to equipment such as; cleaning and stacking brush and compacting benches and base rock.

P.A. #2	Dump Trucks 10-12 yd.	Hour	168.0	208.0	+24

Dump Trucks overrun because of tasks assigned to equipment such as; rocking access road and placing inlay rock. Also 3-10 yd. trucks were used and 2 of the vehicles were gas trucks and too slow for the job.

P.A. #2	Cat 950 Loader	Hour	56.0	88.0	+57

950 Loader overrun because of decision to rock drainage benches.

P.A. #3	Cat 225 Backhoe	Hour	56.0	40.0	-29

225 Backhoe underrun because of speed in which inlay rock, compaction of benches, and clean-up work was completed.

P.A. #3	Cat 950 Loader	Hour	56.0	42.0	-25

950 Loader underrun because of speed in which inlay rock, compaction of benches, and clean-up work was completed.

P.A. #3	Dump Trucks 10-12 yd.	Hour	168.0	114.0	-32

Dump Trucks underrun because of speed in which inlay rock and clean-up work was completed.

9415

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB	SECTION: ARIZONA INN SLIDE	WEEK ENDING: October 9, 1982
		SECTION PREFIX: 8-1067
	HIGHWAY: Oregon Coast	COUNTY: Curry
	KIND OF WORK: Grading	
CONTRACTOR: ~~Bragelin-Yeager Excavating & Trucking~~	CONTRACT NUMBER: 9495	FEDERAL AID PROJECT NUMBER: F-2-1(15)
DATE OF CONTRACT: June 17, 1982	DATE WORK STARTED: July 14, 1982	ESTIMATED COMPLETION DATE: September 18, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 3 - excess
PROJECT AUTHORIZATION: $ 186,986.71	SPECIFIED COMPLETION DATE: September 15, 1982	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 172,159.57	This week ENGINEERING AUTHORIZATION $ 14,827.14 / 1,207.35	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 170,009.07	ENGINEERING COST TO DATE $ 12,939.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1 %	PERCENT OF AUTHORIZATION 87 %	DATE PROJECT WAS COMPLETED: SEptember 18, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Seed & Mulch	
100		100				100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Cloudy	0		
MONDAY 4	Rain	0		
TUESDAY 5	Rain	0		
WEDNESDAY 6	Rain	0		
THURSDAY 7	Rain	0		
FRIDAY 8	Showers	0		
SATURDAY 9		0		

K

RECEIVED
OCT 12 1982
CONSTRUCTION SECTION

CL CAE HOE DAC SCS EEO OM CA LS TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 3	No activity on Project this week.
MONDAY 4	
TUESDAY 5	
WEDNESDAY 6	
THURSDAY 7	
FRIDAY 8	
SATURDAY 9	

REMARKS

Project Completed. Working on semifinal and "AS Constructed" Plans.

This is last Report.

Semi-final estimate to be submitted by October 15, 1982.

SIGNED F.D. Morrison LOCATION Coquille

F.D. Morrison

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

9495 7-27-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-2-1(15)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20039

2A. COUNTY NAME: Curry

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/3/82

8. FEDERAL ROUTE NUMBER: Primary 2

9. STATE ROUTE NUMBER: Primary 9

10. GENERAL LOCATION:

Arizona Inn Slide Section

11. GENERAL DESCRIPTION OF WORK

Shape access road and haul and place pit run quarry rock.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, I approve the advance authorization date of 8/3/82 as requested in Mr. Keasey's letter of 9/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $6,000 Federal Funds $5,291.

RECEIVED
STATE HWY ENGR
SEP 29 '82
REFER TO
Mac Irwin
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OMM 9/29

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/27/82	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7115

1-P

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION): Arizona Inn Slide		CONTRACT NO.: 9495
HIGHWAY: Oregon Coast	COUNTY: Curry	PREFIX: 8-1067
CONTRACTOR'S NAME AND ADDRESS: Bracelin-Yeager Excavating & Trucking, Inc. 3055 Ocean Blvd. Coos Bay, Oregon 97420		F.A. PROJECT NO.: F-2-1(15) DATE PREPARED: 7-22-82 EXTRA WORK ORDER NO: 1

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE — Furnish 18-inch Culvert Pipe.

LOCATION OF WORK (STATION NUMBERS) — Where needed on Access road throughout the project.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

18-inch Culvert Pipe - - - 140 Lin. Ft. @ $8.80 per Lin. Ft. - - - - = $1,232.00

SPECIFICATIONS AND OTHER PROVISIONS — Standard Specifications for Highway Construction are to apply. Pipe to be Galvanized Iron and Steel with Plate Thickness of .064 and will be uncoated. Pipe to be installed, where directed, on access road.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.

SUBMITTED BY (RESIDENT ENGINEER): A. D. Morrison	PROJECT AUTHORIZATION	$ 186,986.71
	ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER.	$ 186,986.71
	ESTIMATED OVERRUN / UNDERRUN: %	$ None
APPROVAL RECOMMENDED (REGION)	APPROVED (CONSTRUCTION)	DATE
APPROVAL RECOMMENDED: DS 7-29-82	Duane Christensen	7/28/82

7415

STATE COPY

L.

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 7-193	FEDERAL-AID PROJECT AGREEMENT 7/14/82	Oregon
		Curry No. F-2-1(15)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Arizona Inn Slide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-19-82	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS PRO RATA 88.18%
$ 186,986.00	$ 164,867.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By

Program Management Engineer
(Title)

By

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 16, 1982

Federal-Aid Project
No. F-2-1(15)

Arizona Inn Slide Section
Oregon Coast Highway
Curry County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Slide Correction (M.P. 312.0)

Mobilization		All Required	$ 4,200.00
Chain Saw, Min. 4.5 C.I.D.	800 Hour	3.90	3,120.00
Tractor with Clearing Rake and Winch, Min. 120 EHP	320 Hour	69.00	22,080.00
Tractor with Angle Blade and Winch, Min. 120 EHP	320 Hour	69.00	22,080.00
Tractor with Angle Blade and Winch, Min. 300 EHP	320 Hour	79.00	25,280.00
Tractor with Backhoe, Min. 65 EHP	80 Hour	46.00	3,680.00
Laborers	1,920 Hour	24.30	46,656.00
Aerial Seeding with Fertilizer Mixture	11 Ton	1,150.00	12,650.00
			$139,746.00

Anticipated Items

Temporary Erosion Control		$ 5,000.00
	SUBTOTAL	$144,746.00
	Engineering	19,540.00
	TOTAL	$164,286.00

Length of Project ---------- 0.00 mi.

Work Retained in Program

Extra Work, Ditch Mulching	All Required $ 15,000.00
Extra Work, Pipes and Flumes	All Required 5,000.00
	$ 20,000.00
	Engineering 2,700.00
	TOTAL $ 22,700.00

SUMMARY OF FUNDS (88.18%)

Description	Total Cost	Federal Funds	State Funds
Slide Removal	$164,286.00	$144,867.00	$19,419.00
Retained in Program	22,700.00	20,000.00	2,700.00
TOTAL	$186,986.00	$164,867.00	$22,119.00

Group 1	100%
Contract No.	9495
Prefix:	8-1435 P.E.
	8-1067

9495

9

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Arizona Slide Sealing and Drainage Improvement

HIGHWAY NAME: Oregon Coast

HIGHWAY NUMBER: 9

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
3	7	Curry	

LENGTH: 0.25 | MILEPOST NUMBER: 312.19 TO 312.44 | [X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO | IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [X] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER Slide sealing & hillside drainage

PROJECT DESCRIPTION

Project is proposed to seal the ground breaks to prevent natural run-off from entering the slide mass and do drainage work to divert run-off water away from the slide mass. The project is proposed as an equipment rental project. An estimate for this work has already been submitted.

1 ✓
2 ft
3 also
4 W

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2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
N/A	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
N/A	3R	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED
Location Engineer
Date 5/25/82

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☐	☐
Pedestrian Crossing	☐	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☐	☐
Complex Acquisition	☐	☐	☐
Relocations	☐	☐	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☐	☐
Separated	☐	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☐	☒

Type Telephone

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey Completed	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	Complete
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	1

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	7,500.00	7 500
RIGHT OF WAY		
TRAFFIC CONTROL		
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	125,000.00	125 000
OTHER _____		
ENGINEERING & CONTINGENCIES	25,000.00	25 000
PROJECT TOTAL	$157,500.00	157.500

SUBMITTED BY _____

PACIFIC

PORT ORFORD

SISKIYOU

HUMBUG MOUNTAIN STATE PARK

OPHIR

NESIKA BEACH

ARRANGEMENT OF SHEETS FOR CURRY COUNTY

KEY TO COUNTIES

Population of Curry County 1968
Oregon State Board of Census
13,495 (Est.)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-19-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	
F-2-1(15)	
2. STATE PROJECT NO.	
See below	

3. FROM	4. PROGRAM NO.	2A. COUNTY NAME
Dale E. Wilken, Division Administrator FHWA - Oregon Division	5. ITEM NO. 20093	Curry

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/19/82	Primary 2	Primary 9

10. GENERAL LOCATION:

Arizona Inn Slide Section

11. GENERAL DESCRIPTION OF WORK

Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*
  Temporary Erosion Control $5,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above in your Estimate.

Mr. Swan's 5/18/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $191,000 Federal Funds $167,542.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/19/82	D. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9445

DATE: May 6, 1982 ACC

TO: Oregon Transportation Commission

FROM: H.S. Coulter, P.E.
State Highway Engineer

SUBJECT: Finance Approval
Seven Slide Correction Projects in Region 3

On the consent calendar for the May 20 meeting will be a request to add 7 slide correction projects in Region 3 to our construction program:

1. Coquille & Myrtle Point Slide Repairs
   Coos Bay-Roseburg Highway
   Coos County

2. Drain Slide (M.P. 1.0)
   Drain-Yoncalla Highway
   Douglas County

3. Arizona Slide Sealing and Drainage Improvement
   Oregon Coast Highway
   Curry County

4. Myrtle Grove Slide
   Dillard Highway
   Douglas County

5. Bear Creek-Camas Mountain Slide Correction
   Coos Bay-Roseburg Highway
   Douglas County

6. Retz Creek and Frankport Slides
   Oregon Coast Highway
   Curry County

7. Winchester Bay Slide
   Oregon Coast Highway
   Douglas County

Financing of the $1,887,000 estimated construction costs would be by Federal-Aid Primary funds, including $224,000 State match.

I recommend your approval and request authority to sign the necessary agreements for and on your behalf.

KO:bkc

bc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
W.E. Schwartz
E.S. Hunter
D.H. Moehring
J.H. Versteeg
Frank Terpin
Alfred Shirley
V.E. Skoog
George Bell

1982 SPRR O'Xing (Albany) on the Albany-Jct. City Hwy. (Maintenance Painting) 9496

9496

January 4, 1983

Fireman's Fund Insurance Co.
Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

CON 5
#9496

Gentlemen or Ladies:

Contract No. 9496 awarded to Halcyon Painting for maintenance painting on the S.P.R.R. Overcrossing (Albany) Section of the Albany-Junction City Highway in Linn County was completed on November 22, 1982, and accepted by the State Highway Division on December 29, 1982.

Final payment in the amount of $1,000 will be released to the contractor after January 10, 1983. The total contract amount is $133,430 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Halcyon Painting
2020 S.W. 45th Street
Corvallis, OR 97330

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. O. Fredrickson

9496

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SPRR O'Xing(Albany)		WEEK ENDING: NOV 13 1982
		SECTION PREFIX: 22-4221
HIGHWAY: Albany-Jct City		COUNTY: Linn
NAME OF JOB: SPRR O'Xing(Albany)	KIND OF WORK: bridge maintenance painting	
CONTRACTOR: Halcyon Painting	CONTRACT NUMBER: 9496	FEDERAL AID PROJECT NUMBER: state
DATE OF CONTRACT: June 15, 1982	DATE WORK STARTED: July 27 1982	ESTIMATED COMPLETION DATE: 11/2/82
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 90	WORK DAYS USED: 52
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 57
PROJECT AUTHORIZATION: $ 182,542	ENGINEERING AUTHORIZATION: $ 14,474.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 168,067	ENGINEERING COST TO DATE: $ 14,400	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 168,000		DATE PROJECT WAS COMPLETED: 11/2/82
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 100 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

compressor___, sandblaster___, boom truck___, pkup___, flat bed truck___,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
NOV 15 1982
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY Nov. 8, 1982	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was sent to Region Office on Monday.

PROJECT COMPLETED
FINAL REPORT

Next week:

SIGNED Kenneth D. Karnosh LOCATION Albany

Kenneth D Karnosh, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F2:6

9496

HALCYON PAINTING
Licensed, Bonded, Insured

Commercial
Industrial
Sandblasting
Waterproofing

2020 S.W. 45TH STREET — CORVALLIS, OREGON 97330 — PHONE (503) 752-7251

August 30, 1982

Dept. of Transportation
Contracts
121 Transportation Building
Salem, Oregon 97310

Dear Sirs:

I am the contractor repainting the highway division bridge in Albany, Oregon, contract 9496. One subcontractor from whom we have solicited bids in the past is making the unwarranted assertion that he is our partner. As such, he maintains, he has a claim to profits we may make on the bridge job.

This assertion is utterly false. There never has been nor will there ever be an agreement of this kind, written or otherwise.

Evidently he has enlisted the aid of an attorney whose letter I have enclosed. I have also included my response to that attorney, so that the fact of the case may be known to you and any other parties.

Our attorney's have assured us that legally as well as personally Mr. Sells claims are absolutely frivolous and without merit. Something I already know.

In any event I send these documents to you to insure there is no confusion or misrepresentation in this matter. Kindly put them in your files, if you even have a file on this, or deem it necessary. If you have any questions please let me know.

Sincerely,

Patrick Kennedy

RECEIVED
AUG 31 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec. per RWG

HALCYON
PAINTING
Licensed, Bonded, Insured

Commercial
Industrial
Sandblasting
Waterproofing

2020 S.W. 45TH STREET — CORVALLIS, OREGON 97330 — PHONE (503) 752-7251

Letter Sent in response to
Mr. Guyett's letter of 8-26-82

August 30, 1982

David P. Guyett
155 NW Irving
Bend, Oregon 97701

Re: Frank Sells Painting and Sandblasting

Dear Mr. Guyett:

I have received your letter of August 26, 1982. It contains a few inaccuracies which I won't bother to mention, and one significant one which I will.

Frank Sells Painting and Sandblasting is not a partner of Halcyon Painting's. He has never been a partner of Halcyon Painting's. Nor will he ever be a partner of Halcyon Painting's.

On several occasions in the past he has acted as a subcontractor doing a variety of jobs, and of course we have documentation to substantiate all this. Under no circumstances have I ever thought of Mr. Sells as a partner to my business. Indeed after checking his past credit history and business practices, I decided to end all association with him, of any sort.

With regard to the Albany bridge job, Mr. Sells did indeed render me a service by attending the pre-bid conference and claiming he was a representative of Halcyon Painting. He did this however without my knowledge and without my instruction. I presume that he did so because he felt that he might get some addtional work form us in the form of a subcontract for sandblasting. Mr. Sells evidently is unable to get any bonding for a job of this magnitude, and thus must rely on subcontractual work if he is to be involved in any work of this kind.

Halcyon Painting and Halcyon Painting alone did all the bidding estimates, provided the bid bond, and submitted the bid for the job on the Albany bridge. Prior to the opening of the bid I solicited sandblasting bids from other contractors and found a different one to my liking.

HALCYON
PAINTING
Licensed, Bonded, Insured

Commercial
Industrial
Sandblasting
Waterproofing

2020 S.W. 45TH STREET — CORVALLIS, OREGON 97330 — PHONE (503) 752-7251

Mr. Sells may indeed make a claim on this matter, though I do not know to whom or on what grounds. His notion of a partnership with us is a distorted example of wishful thinking. It certainly could not be farther fror the truth.

I think that once you review the hard evidence of the case, as our attorney's have, you will see that Mr. Sells' assertion--and that is all it is--simply does not stand up.

Sincerely yours,

Patrick Kennedy

Patrick Kennedy

cc:Steve Uerlings
Barker's Insurance
PO Box 1378
Corvallis, Oregon 97330

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

State of Oregon
Contract Review Board
Salem, Oregon 97310

Copy of Letter Sent to Patrick Kennedy.

TELEPHONE
(503) 389-6613

LAW OFFICES OF
DAVID F. P. GUYETT
155 N. W. IRVING
BEND, OREGON 97701

P. O. Box 83

August 26, 1982

Patrick Kennedy
Halcyon Painting
2020 S.W. 45th Street
Corvallis, Oregon 97330

Re: Frank Sells - Partnership

Dear Mr. Kennedy:

Frank Sells referred your letter of July 26, 1982, and check in the sum of $250 to me for review and a response.

Enclosed you will find said check No. 3814 which is tendered to you because Mr. Sells is refusing said settlement offer.

It is apparent that your relationship with Mr. Sells was that of a true 50-50 partnership and as such Mr. Sells is entitled to 50% of the profits on the Albany bridge job just as he had shared in all prior partnership bids and jobs.

While Mr. Sells is entitled to 50% of the profits on said Albany bridge project, for settlement purposes only, he is extending an offer to settle this matter in full for the sum of $20,000 if accepted and paid, or satisfactory arrangements are made to pay, within ten (10) days of the date of this letter. In the event it is not accepted or is refused, further proceedings will follow to secure Mr. Sells 50% interest in the project.

Copies of this letter are being sent to the Department of Transportation and Barker Insurance to place them on notice of this claim and they are being informed that in the event payment is made solely to Halcyon Painting without Mr. Sells as a joint payee, Mr. Sells' claim shall remain outstanding against said project.

Very truly yours,

David F. P. Guyett

DG/mw
Enclosure
cc: Steve Uerlings
Barker Insurance
P. O. Box 1378
Corvallis, Oregon 97330

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

State of Oregon
Contract Review Board
Salem, Oregon 97310

Frank Sells

1982 Gateway Area Traffic Sig. 9497
Interconnect on Co. roads east
of Portland.

CIA 7422 3-20-81

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
5/20/87	Larry Heil, Assistant Area Engineer	IX-000C(24)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
10/27/83	11/14/86	135 %	350 C. D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GATEWAY AREA TRAFFIC SIGNAL INTERCONNECT
County Roads

This project provided for the interconnection of fourteen traffic signals in the vicinity of Stark, 122nd Ave., Halsey and 102nd Ave.

This contract was awarded to Tice Electric Company on June 28, 1982. Work started 1/31/83 and was completed 10/27/83.

The contractor used 473 days to complete the work. The contract allowed for 350 days and an extension of 61 days was granted. Liquidated damages are being charged for 62 days.

The final project cost of $489,894 underran the original authorization by 11%. There were no claims.

This contract was administered by Mutlnomah County.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
HWY ENGR
MAY 26'87
REFER TO
Fredrickson
FOR

cy 5/28

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence R. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-21-87	TITLE District Engineer A	DATE 5/22/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9497

December 9, 1986

CON 5 - #9497

Rathbone, King & Seeley
1 SW Columbia
Portland, OR 97201

On November 18, 1986, we wrote to you concerning release of final payment on Contract No. 9497 awarded to Tice Electric Company for work on the Gateway Area Traffic Signal Interconnect Project in Multnomah County.

Final payment on this contract is $1,000.00 and the total contract amount is $468,188.88. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Tice Electric Company
2139 SE Belmont Street
Portland, OR 97214

Fred S. James & Co. of Oregon
111 SW Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

7197

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 6-177	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Multnomah
MODIFICATION NUMBER 1	6-01-86	Project Number: IX-000C(24)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 549,226	$ 559,125
Federal funds	$ 466,842	$ 466,842 (580) 8,414 (177)
Other revisions	-0-	

This modification is made for the following reasons: To include increases in construction and construction engineering costs, and to add Appn Code 177.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 5, 1986

FEDERAL AID PROJECT NO. IX-000C(24)

GATEWAY AREA TRAFFIC SIGNAL INTERCONNECT
MULTNOMAH COUNTY ROADS

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y033
TRAFFIC SIGNALS

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Model 222-2 Channel Loop Detector (PA 3A)	$ 169.05	---	$ ---	24	$ 4,057.20
Add Traffic Signal Equipment (PA #4A)	---	---	---	100%	1,785.08
Resplice Cable (FA #1)	---	---	---	---	3,056.11
					$ 8,898.39

	Increase	$ 8,898.39
Subtotal from estimate on June 16, 1982		483,900.00
	Subtotal	$ 492,798.39
	Engineering	66,326.61
	Total	$ 559,125.00

Length of Project 0.00 mi.

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	County ~~State~~ Funds
Traffic Signals	580	$ 549,226.00	$ 466,842.00	$ 82,384.00
Traffic Signals	177	9,899.00	8,414.00	1,485.00
Total		$ 559,125.00	$ 475,256.00	$ 83,869.00

Group 1
Contract No. 9497
Prefix: 526-2955
Prefix: C09497

RLC:bkb

94117

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO.		Oregon
7-178	FEDERAL-AID PROJECT AGREEMENT	County
	7/14/82	Multnomah
		IX-000C(24)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gateway Area Traffic Signal Interconnect

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-19-82	0.00
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 549,226.00	$ 466,842.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

By For: H.S. Coulter, P.E.
XXX

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below: When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 16, 1982

Federal-Aid Project
No. IX-000C(24)

Gateway Area Traffic Signal Interconnect
Multnomah County Roads

PROJECT AGREEMENT ESTIMATE

Type Code Y033
Traffic Signals

Temporary Protection and Direction of Traffic		All Required	$ 3,000.00
Temporary Signs	400 Sq. Ft.	4.50	1,800.00
Flagmen	120 Hour	22.50	2,700.00
Master Control and Peripherals, Complete		All Required	143,000.00
Timing Programs, Complete		All Required	3,000.00
Training, Complete		All Required	7,000.00
Calibration, Complete		All Required	18,000.00
Display Wall Map, Complete		All Required	18,000.00
Master Computer Equipment Room, Complete		All Required	10,000.00
Traffic Signal Installation, Complete		All Required	70,000.00

ALTERNATES "B" AND "D"

Model 170 Controllers and Cabinets, Complete	All Required	$176,850.00

ALTERNATES "C" AND "D"

Traffic Signal Installation at 130 and Stark, Complete	All Required	$ 4,750.00

ALTERNATE "D"

Model 170 Controller and Cabinet at 130 and Stark, Complete	All Required	$ 11,800.00
SUBTOTAL "ALTERNATE D"		$469,900.00

Anticipated Items

Signal Controller Testing

All Required	$ 14,000.00
SUBTOTAL	$483,900.00
Engineering	65,326.00
TOTAL	$549,226.00

Length of Project ---------- 0.00 mi.

Federal Funds (85%)----------	$466,842.00
County Funds (15%)----------	82,384.00
TOTAL	$549,226.00

Group 1	100%
Contract No.	9497
Prefix:	526-2955
Prefix:	526-1055

9-17 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-000C(24)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10065

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: June 11, 1986

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: County Roads

10. GENERAL LOCATION:

Gateway Area Traffic Signal Interconnect

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/5/86 we approve the Program Change to joint finance the subject project utilizying Appn Code 177 funds.

This change will require the following revisions:
1. Appn Code ----- add 177 funds

RECEIVED
STATE HWY ENGR
JUN 24 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/23/86	[signature]	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9497

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION

1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

L. W. RULIEN

In Reply Refer to File No.:

RECEIVED
STATE HWY ENGR
NOV 6 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: June 17, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-000C(24)

Contract 9497 , Work Completed October 27, 1983

Project Gateway Area Traffic Signal Interconnect

Highway County Roads

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 22, 1986

Dale E. Wilken
Division Administrator

BMW:ll

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
JUN 17 1986
OREGON DIVISION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO

Date: June 5, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10065
Project No. IX-000C(24)
Gateway Area Traffic
Signal Interconnect
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds. This change will require the following revision:

1) Appn Code: to add 177 funds.

Revisions in financing are as indicated on the attached agreement.

RLC:bkb
cc: R. Oakes
W.Schulte, Metro
J. Peterson
General Files

Form 734-3122

1+7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 13, 1985

In Reply Refer to File No.:
CON 5

Tice Electric Company
P. O. Box 15009
Portland, OR 97215

Re: Time Extension Request
Gateway Area Traffic Signal Interconnect
Contract No. 9497
FAP No. IX-000C(24)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 62 calendar days based on your supplier's contention of a conflict in the time of completion specifications contained in the contract.

We fail to find a conflict in the time of completion provisions of the contract. Contract time was charged on this project until the equipment and software was installed and functioning as specified. Contract time was not charged during the required training, acceptance testing, minor software revisions and the one year calibration and establishment period. We believe this to be fully in accord with Item 2 of the "Work to be Done" Special Provisions which state:

"2. Performance of such additional and incidental work as is called for by the specifications and plans."

Your request is accordingly denied. There remains 62 calendar days of liquidated damages under this contract. Should you wish to submit additional data, or further administrative review of this matter, please contact Project Manager Robert Johnson.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
Robert Johnson, Multnomah Co. w/att.

TE/164

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT
Metro Region Construction Engineer

DATE: March 22, 1985

FROM: M. B. SMITH
Liaison Engineer

SUBJECT: GATEWAY AREA TRAFFIC SIGNAL INTERCONNECT CONTRACT 9497 "CONTRACTORS REQUEST FOR ADJUSTMENT OF CONTRACT TIME"

CE ___ CAE ___ COE ___ OM ___ OE ___ CA ___ CAM ___ EEO ___

RECEIVED
MAR 26 1985
CONSTRUCTION SECTION

LS ___ TC ___ SA ___ CC ___ FE ___ CP ___ PQC ___ QCS ___ FILE ___

I have reviewed the "Contractor's Request for Adjustment of Contract Time" and the Project Manager's recommendation. I do not agree that a time extension should be granted. The specifications appear to be quite clear as to what work is to be done. It took the contractor 411 days to complete the installation of the master computer, intersection controllers and interconnect cable. The 411 days includes a 61-day time extension that was granted for a change in computer, as requested by Multnomah County. By letter dated 10 October 1983 (attached) from Multnomah County to Tice Electric, the Project Manager agreed to stop the day count after the performance testing (page 57 of Special Provisions) and allow the contractor to do the 60-day acceptance testing and the one year calibration with the understanding that time charges may be resumed if satisfactory compliance to the 60 day and one year calibration were not maintained. Therefore, I do not recommend the time extension as requested.

5-10-85

W. E. Schwartz —
I concur with Region that this request be denied as being without basis.

D. D. Jackmond

MBS/cp

CC: Bryant Sackmond. w/h original attachments
It appears that the Project Manager for the County correctly applied the specifications concerning time and he would have to deny under the original time set up (plus the approved time extension.)
I agree with Mike that no reason exists for granting requested additional time and recommend we deny the request.

Marion Craft
3-25-85

81-125.1387

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Gateway Area Traffic Signal Interconnect		WEEK ENDING: October 28, 1983
		SECTION PREFIX: 526-1055
HIGHWAY: County Roads		COUNTY: Multnomah
NAME OF JOB: Gateway Area Traffic Signal Interconnect	KIND OF WORK: Traffic Signal Interconnect	
CONTRACTOR: Tice Electric Co.	CONTRACT NUMBER: 9497	FEDERAL AID PROJECT NUMBER: 1X-000C (24)
DATE OF CONTRACT: June 28, 1982	DATE WORK STARTED: July 12, 1982	ESTIMATED COMPLETION DATE: 8-26-83
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 411	CALENDAR DAYS USED: 473
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 110.71%
PROJECT AUTHORIZATION: $549,226.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $505,675.50	ENGINEERING AUTHORIZATION: $43,551.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $505,675.50	ENGINEERING COST TO DATE: $22,209.02	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 51.00%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Partially Cloudy			
MONDAY 24	Partially Cloudy			
TUESDAY 25	Partially Cloudy			
WEDNESDAY 26	Partially Cloudy			
THURSDAY 27	Partially Cloudy			
FRIDAY 28	Partially Cloudy			
SATURDAY 22	Partially Cloudy Showers			

CE ~~CAE~~ ~~FO~~ ~~QCS~~ ~~SCS~~ ~~EEO~~ OM CA LS TC FE CP

RECEIVED
NOV 7 1983
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 23	No work performed.
MONDAY 24	No work performed.
TUESDAY 25	No work performed.
WEDNESDAY 26	No work performed by contractor. Supplier working on software and demonstrating system.
THURSDAY 27	No work performed by contractor. Supplier working on software and demonstrating system. Time charges ended Oct. 27, 1983.
FRIDAY 28	No work performed.
SATURDAY 22	

REMARKS

ACCOMPLISHED THIS WEEK: Supplier worked on software & demonstrated system. Time charges have been stopped.

ANTICIPATED NEXT: Training, 60 day Acceptance test, and 1 year caliberation and establishment period.

SIGNED Robert E. Schroeder LOCATION Po-Naud

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

July 15, 1983

CON

Tice Electric Co.
2139 SE Belmont
Portland, OR 97214

Contract Time Extension Request
Gateway Area Traffic Signal Interconnect
Contract No. 9497
FAP No. IX-000C(24)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of the requested additional 61 calendar days is granted due to your agreement to furnish an Apple IIe computer instead of the Apple II computer previously approved for this project.

The adjusted contract time for completion of this project is 411 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
Al Harwood w/att.
Mike Smith w/att.
FHWA w/att.
Robert E. Johnson w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: MARION CRAFT, Metro
Region Construction Engineer

DATE: June 13, 1983

FROM: M. B. SMITH
Liaison Consultant

SUBJECT: GATEWAY TRAFFIC SIGNAL INTERCONNECT
Contract No. 9497
"Contractor's Request for Adjustment of Contract Time"

CE CAE FOE QCS SCS ISO
RECEIVED
JUN 16 1983
CONSTRUCTION SECTION
OM CA LS TC FE CO

I have reviewed the attached "Contractor's Request for Adjustment of Contract Time". I have also reviewed the Project Manager's recommendation and concur with the recommendation to extend the contract time 61 days.

7-8-83
W. E. Schwartz -

I concur with Region, Liaison Engr. and Project Mgr. to grant a 61 C.D. extension of contract time to provide for the substitution of the type of computer specified.

O. B. Jackman

MBS/b

Attachment

VCC: Bryant Jackman - with original attachment.
I agree with the recommendation to grant the 61 day extension.
Marion Craft

11-125.1387

7477

CON 5

DATE: February 4, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-0000(24)

Contract 9497, Work Started January 31, 1983

Project Gateway Area Traffic Signal Interconnect

Highway County Roads

County Multnomah

RDC:mk

cc: R. D. Church

5-19-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-000C(24)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10065

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/19/82

8. FEDERAL ROUTE NUMBER: Various FAU Routes

9. STATE ROUTE NUMBER: County Roads

10. GENERAL LOCATION:

Gateway area traffic signal intertie

11. GENERAL DESCRIPTION OF WORK

Traffic signal interconnect

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)*
  Signal Controller Testing S.F. $14,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5/18/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $544,000 Federal Funds $462,400.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO
FOR
Info | Invest | R/D | D R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/19/82	G K Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9497

March 20, 1981

Multnomah County Engineer
2115 S. E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 7427

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Gateway Area Traffic Signal Interconnect Project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

CON 21-2

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 6, 1980

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Proposed Interstate Transfer Project

Multnomah County is requesting a $500,000 project to interconnect existing signals in the Gateway Area, bounded by N.E. Weidler Street on the north, S.E. Washington Street on the south, I-205 on the west and 122nd Avenue on the east. County will perform the field survey and signal design. State will complete PS&E documents, advertise for bids and award contract. County will perform construction engineering. The location of the proposed project is indicated on the attached sketch. In Summary:

Jurisdiction	Section	Total Est. Cost	Federal Funds	County Share
Multnomah Co.	Gateway Area Traffic Signal Interconnect	$500,000	$425,000	$75,000

Metro and this office investigated the proposed project confirming its validity and financing utilizing Interstate Transfer Funds withdrawn from the Mt. Hood Freeway. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

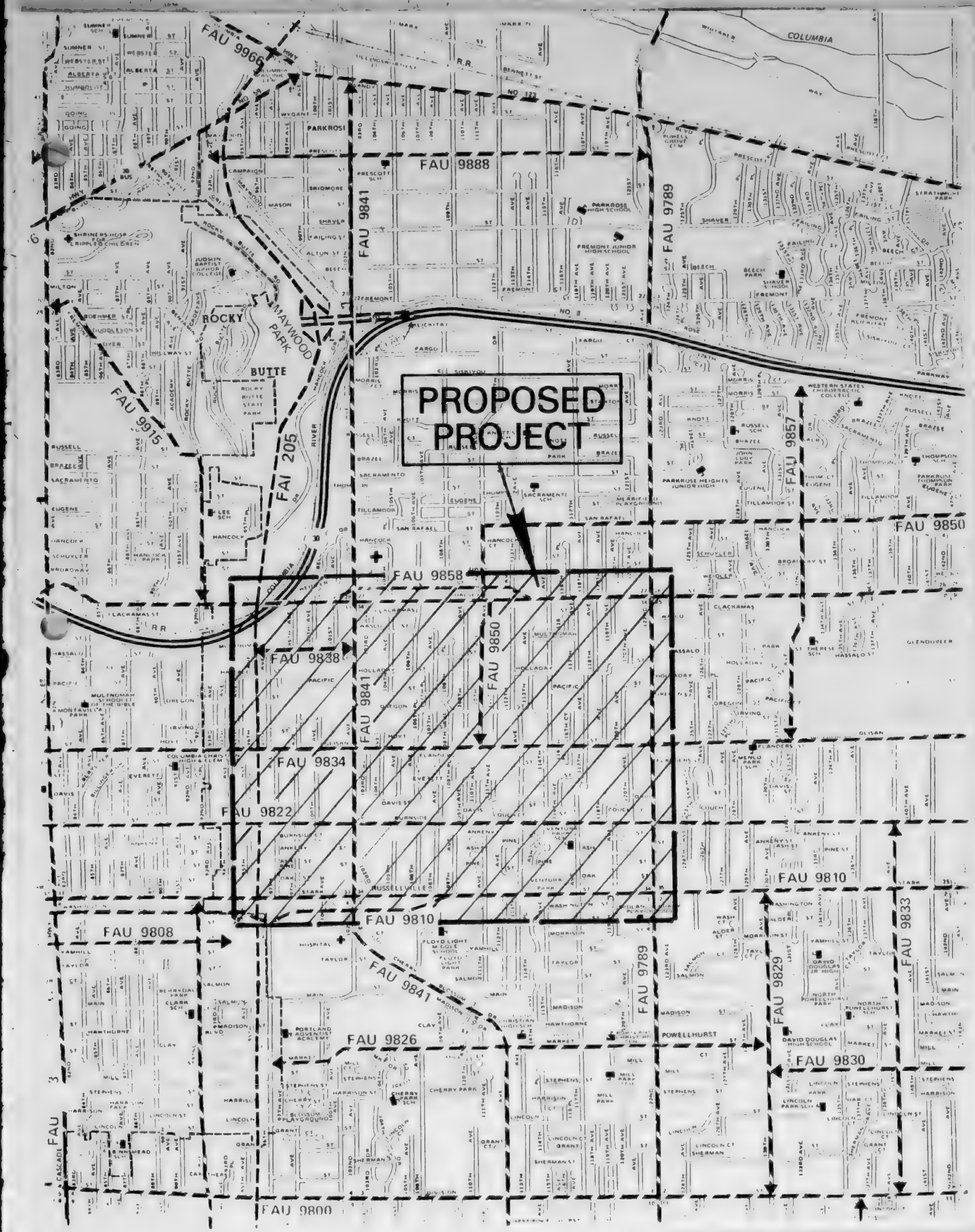
for State Highway Engineer

Date 11/7/80

GEZ:pf
Attachment

Contains Recycled Materials
81-125-1387

SP*75683-125


PROPOSED PROJECT
FAU 9966
FAU 9888
FAU 9841
FAU 9789
FAU 9915
FAI 205
FAU 9857
FAU 9850
FAU 9858
FAU 9838
FAU 9834
FAU 9822
FAU 9810
FAU 9808
FAU 9826
FAU 9830
FAU 9829
FAU 9833
FAU 9800
ROCKY BUTTE
MAYWOOD PARK
COLUMBIA
PARKROSE
FREMONT
RUSSELLVILLE
POWELLHURST
R.R.

U. S. DEPARTMENT OF TRANSPORTATIC FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
.X-000C(20)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO.
10065

COUNTY NAME
Multnomah

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO
Maintenance
FOR

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
1/6/1

FEDERAL ROUTE NUMBER
Various FAU Routes

STATE ROUTE NUMBER
County Roads

GENERAL LOCATION:
Gateway Area Traffic Signal Intertie

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION including railroad and utility preparatory work. TEC $40,000 F.F. $34,000

☐ OTHER (Specify)

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 11/18/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1/6/81	G. K. Hansen	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978 -631-058

14117

Mult

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

12-4-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Gateway Area Traffic Signal Intertie

HIGHWAY NAME: County Streets (see attached map)

HIGHWAY NUMBER: n/a

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2C	Multnomah	

LENGTH	MILEPOST NUMBER		
N/A		TO	☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Multnomah County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER FAIX (Mt. Hood Transfer)

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Interconnect 16 signals within the project area and install a master controller. This system will accommodate future signal installations within the area and will be connected with the future signals at the I-205 ramp terminals.

1 Version 1

2 [illegible]

3 [illegible]

RECEIVED
DEC 16 1980
ROAD DESIGN SECTION

4 [illegible]

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
varies	

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35		☐ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED

/s/ Frank E. Turpin

Location Engineer

Date 12/4/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	N/A	N/A
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☒	☐	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☒	☐	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	6.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

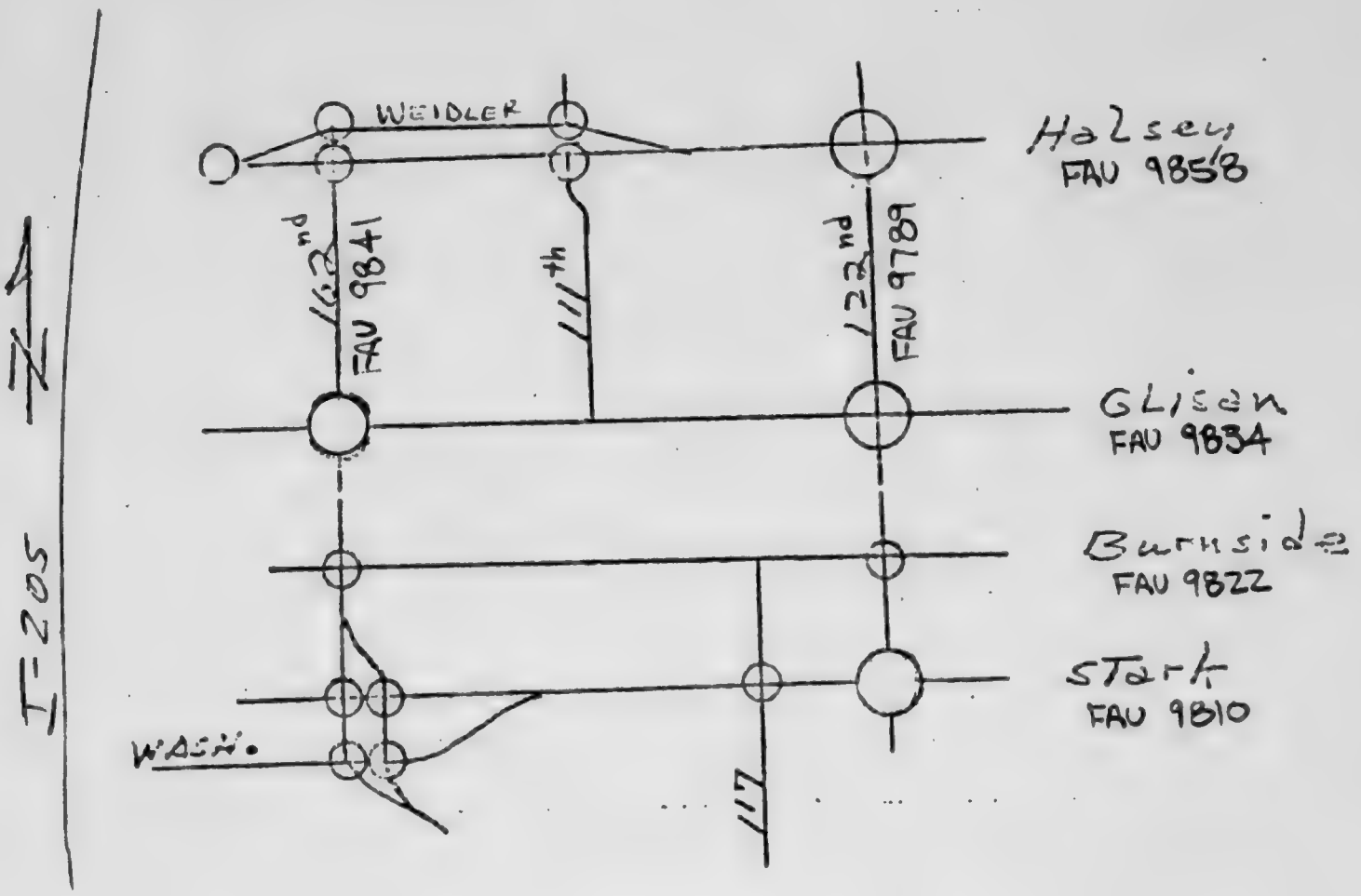
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	40,000	
RIGHT OF WAY		
TRAFFIC CONTROL	460,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	500,000	

SUBMITTED BY _____

Traffic Signal Interconnect Proposal

- ○ COUNTY TRAFFIC ACTUATED SIGNAL
- ◐ FEDERAL AID (TITLE II) 10% COUNTY SHARE
- ○ COUNTY FIXED TIME SIGNAL



9417 11-18-80

TO: G.L. Green
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Streets, Bd'd. Stark, 122nd, Halsey, 102nd "Gateway Area Traffic Signal Intertie"	823	10065	IX-000C(20)	Var.	Streets

Access Control N/A Parking Restrictions N/A System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Clackamas 005 (I-80N Transfer)

A-95 Review:

State Cl. Ho. ..... Exempt X Date Approved _____

Dist. 2 Cl. Ho. ..... Exempt ___ ~~XXXX~~ Approved in TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

Major/Significant ___ (EIS) Major/Non-significant ___ (Neg.) Non-major ___ (None)
1-EIS ___ 2-Draft Assessment & FONSI ___ 3-Categorical Exclusion X

Notes: (1) Project in Congressional District 3 .

(2) Included in MSD FY '80 AE/TIP on Page 68, Item 65 (E. County Signals).

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases *
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
X " Util. Preparatory Work
X " R.R. Preparatory Work

*In accordance with Oregon Action Plan, Federal Regulation & Statutes.

Est. Proj. Cost:

TEC NTE	$ 40,000
FF	$ 34,000
STATE	$ ---
Co.	$ 6,000

For PR-37:

Field Phase	$
PS&E Phase	$

85%

REMARKS:

1) Attached is a copy of "Authority for Survey" & project maps.
2) Request based on November 17, letter to you from Mr. F.B. Klaboe, Director of Department of Transportation.

JLG:bke

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11/18/80	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

cc: GEN FILES

9497

November 17, 1980

CON 21-2

Mr. G. L. Green
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

Dear Mr. Green:

Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to me on February 2, 1979, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland urbanized area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway from the Interstate Highway System under Section 103(3)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

Gateway Area Traffic Signal Intertie
(Stark, 122nd, Halsey & 102nd)
Multnomah County (East County signals)

I have directed the Project Management Branch of the Highway Division to process this project with your office to obligate the Federal Transfer funds as they are authorized by the Metropolitan Service District.

Sincerely,

s/ Fred Miller

F. B. Klaboe
Director

cc Metropolitan Service District

bc H. S. Coulter
D. H. Moehring
R. N. Bothman

JLG: fn

1982 Mt. Hood Hwy. @ Birdsdale 9498 Ave. Sec. of Mt. Hood Hwy. (Powell Blvd.). (Grading, Pav., Signals)

CdA 7358 6/22/82

9-2-1

nig cc:OSHD (Mr C lter) STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	2	Multnomah 10-3-84	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-3-84	T. P. Lowe, Area Engineer	HES-24(30)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
10-18-82	8-16-83	90 %	200 days

APPROVED EXTENSIONS	LOCATION
None	See below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MT. HOOD HIGHWAY @ BIRDSDALE AVENUE (GRESHAM)
MT. HOOD HIGHWAY
Grading, Paving, and Signals

This project provided for traffic-activated signals and associated channelization providing for left-turn lanes on Powell Blvd.

The appearance of the completed work is above average for this type of project.

The final cost of $129,000 underran the original authorization by 16%.

---TPL---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Original Signed T. P. LOWE	SIGNATURE
TITLE Thomas P. Lowe, Area Engineer	TITLE Glenn K. Hossner, Field Operations Engineer
DATE 10/10/84	DATE 10/10/84

FORM FHWA 1446B (Rev 12-79) PREVIOUS EDITIONS OBSOLETE

September 26, 1983

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9498

Gentlemen or Ladies:

A post-final payment for $395.33 will be made to Oregon Asphaltic Paving Co. on Contract No. 9498 for work on the Mt. Hood Highway at Birdsdale Avenue in Gresham in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $111,898.10 including the post-final payment. Of the total $980.74 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

...TED ON ...
9-26-83 tgw

bc: C. T. Keasey
Walt Hart
E. L. Hardt

94/71

August 22, 1983

Safeco Insurance Company
4101 SW Kruse Way
Lake Oswego, OR 97034

CON 5
#9498

Gentlemen or Ladies:

On August 18, 1983, we wrote to you concerning release of final payment on Contract No. 9498 awarded to Oregon Asphaltic Paving Co. for work on the Mt. Hood Hwy. at Birdsdale Ave. in Gresham in Multnomah County.

Final payment on this contract is $1,281.67. The total contract amount is $111,502.77 including $980.74 for work performed under force account.

Sincerely,

SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Oregon Asphaltic Paving Co.
1220 SE 190th Avenue
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
E. L. Hardt

7416

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mt. Hood Hwy. @ Birdsdale Ave.		WEEK ENDING: 1/8/83
		SECTION PREFIX: 026-1022
HIGHWAY: Mt. Hood		COUNTY: Clackamas
NAME OF JOB	KIND OF WORK: Grading, Paving and Signals	
CONTRACTOR: Oregon Asphaltic Paving Co.	CONTRACT NUMBER: 9498	FEDERAL AID PROJECT NUMBER: HES-24(30)
DATE OF CONTRACT: 6/28/82	DATE WORK STARTED: 8/16/82	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 130
PROJECT AUTHORIZATION $ 123,458.47	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 65
EXCLUSIVE OF ENGINEERING $ 111,289.34	ENGINEERING AUTHORIZATION $ 12,168.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 137,957.34	ENGINEERING COST TO DATE $ 10,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN/UNDERRUN 2.4 %	PERCENT OF AUTHORIZATION 8[illegible] %	DATE PROJECT WAS COMPLETED 1[illegible]/28/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD
			JOB. EXC. GRADING	C.R.B. SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM PAVING
MILES IN PROJECT						
MILES PART ALL COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT			16	840		1200
TOTAL QUANTITIES CORRECTED TO DATE			16	12		940
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			16	12		940
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE STRUCTURES

BRIDGE NO.

PERCENT

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Rain	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY	Rain	0		
SATURDAY				

RECEIVED
JAN 10 1983
CONSTRUCTION SECTION

CE K — OML
CAE — LA
FOR — LS
OCE — TC
SCS — TE
EEO — CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

1/2 SUNDAY	
1/3 MONDAY	No contractor activity.
1/4 TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office staff preparting semi-final.

SIGNED Wayne Schulte LOCATION Portland

Wayne Schulte, Acting Proj. Mngr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

14-1

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 7-188		Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	7/19/82	Project Number HES-24(30)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 2, 19 81, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,400.00	$ 161,850.00
Federal funds	$ 10,260.00	$ 145,664.00
Other revisions		

This modification is made for the following reasons: adding construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of July, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon June 16, 1982

Federal-Aid Project
No. HES-24(30)

Mt. Hood Hwy. @ Birdsdale Ave. (Gresham) Section
Mt. Hood Hwy. (Powell Blvd.)
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE			
Preliminary Engineering		All Required	$11,400.00
Type Code Y008			
Channelization			
Mobilization		All Required	$ 2,500.00
Temporary Protection & Direction of Traffic		All Required	2,000.00
Temporary Signs	212 Sq. Ft.	8.00	1,696.00
Temporary Barricades	2 Each	100.00	200.00
Flagmen	250 Hour	25.00	6,250.00
Clearing and Grubbing		All Required	8,685.00
General Excavation	416 Cu. Yd.	8.50	3,536.00
Aggregate Shoulders	650 Ton	12.14	7,891.00
Treated Base	530 Ton	20.69	10,965.70
Class "B" or Class "C" Asphalt Concrete	1,200 Ton	27.85	33,420.00
8-inch Sewer Pipe	14 Lin. Ft.	25.00	350.00
Concrete Inlets, Type G	2 Each	500.00	1,000.00
Concrete Curbs	780 Lin. Ft.	3.85	3,003.00
Extra for Asphalt Approaches	10 Each	100.00	1,000.00
Adjusting Manholes	3 Each	150.00	450.00
Capping Inlets	2 Each	150.00	300.00
			$83,246.70
Additional Items			
Permanent Signing		All Required	$ 1,200.00
Permanent Pavement Striping		All Required	2,000.00
Temporary Pavement Striping		All Required	500.00
Roadside Seeding and Mulching		All Required	500.00
			$ 4,200.00
		SUBTOTAL	$87,446.70
		Engineering	11,805.30
		TOTAL	$99,252.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$38,800.00
Fire Preemption System, Complete	All Required	3,884.00
		$42,684.00

Additional Items

State Furnished Program	All Required	$ 500.00
Signal Controller Testing	All Required	1,925.00
		$ 2,425.00
	SUBTOTAL	$45,109.00
	Engineering	6,089.00
	TOTAL	$51,198.00

Length of Project ---------- 0.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,400.00	$ 10,260.00	$ 1,140.00
Channelization	99,252.00	89,326.00	9,926.00
Traffic Signal	51,198.00	46,078.00	5,120.00
TOTAL	$161,850.00	$145,664.00	$16,186.00

Group 1 79%; Group 8 21%
Contract No. 9498
Prefix: 26-1935 (PE)
26-1022 (Const.)

Mt. Hood Hwy. @ Birdsdale Ave. (Gresham) Section
(nonparticipating - State Work)

Furnishing and Installing Mail Box Posts	3 Each	50.00	$ 150.00

State

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
6-72	FEDERAL-AID PROJECT AGREEMENT 6-2-81	COUNTY Multnomah
		PROJECT NO. HES-24(30)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, Jct. Birdsdale Ave. (Gresham)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	5-18-81	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 11,400.00	$ 10,260.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By _____

Asst. State Highway Engineer
(Title)

XX By For: H.S. Coulter

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 6-2-81

FORM PR-2 (REV. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon May 27, 1981

Federal Aid Project
No. HES-24(30)

Mt. Hood Hwy. @ Birdsdale Ave. (Gresham) Section
Mt. Hood Hwy. (Powell Blvd.)
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$11,400.00
	TOTAL	$11,400.00

Length of project --------- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,400.00	$ 10,260.00	$ 1,140.00
Retain in Program Status			
Contract Work	88,600.00	79,740.00	8,860.00
TOTAL	$100,000.00	$ 90,000.00	$10,000.00

Group 1 100%
Prefix

94/16

June 22, 1982

City of Gresham
City Hall
1333 N.W. Eastman Avenue
Gresham, OR 97030

AGR 4-1
4-2

Attention: Maureen Swaney
City Recorder

Multnomah County Board of Commissioners
2115 S.E. Morrison
Portland, OR 97214

MISC. CONTRACTS and
AGREEMENTS No. 2358

Attention: Oliver Domreis
County Engineer

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Construction-Finance Agreement for traffic signal installation on Powell Boulevard at Birdsdale Avenue.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
Highway Engineer

DATE: March 31, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project

A project has been requested to install multi-phased traffic signals on the Mt. Hood Highway (SE Powell Boulevard) at Birdsdale Avenue in the City of Gresham.

Construction will be by contract with the State performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Mt. Hood Highway at Birdsdale Avenue Multnomah County	$100,000	$90,000	$10,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB:er

NOTED
GLEN L. CLARK

Attachment

APPROVED:

State Highway Engineer

Date: 4/1/81

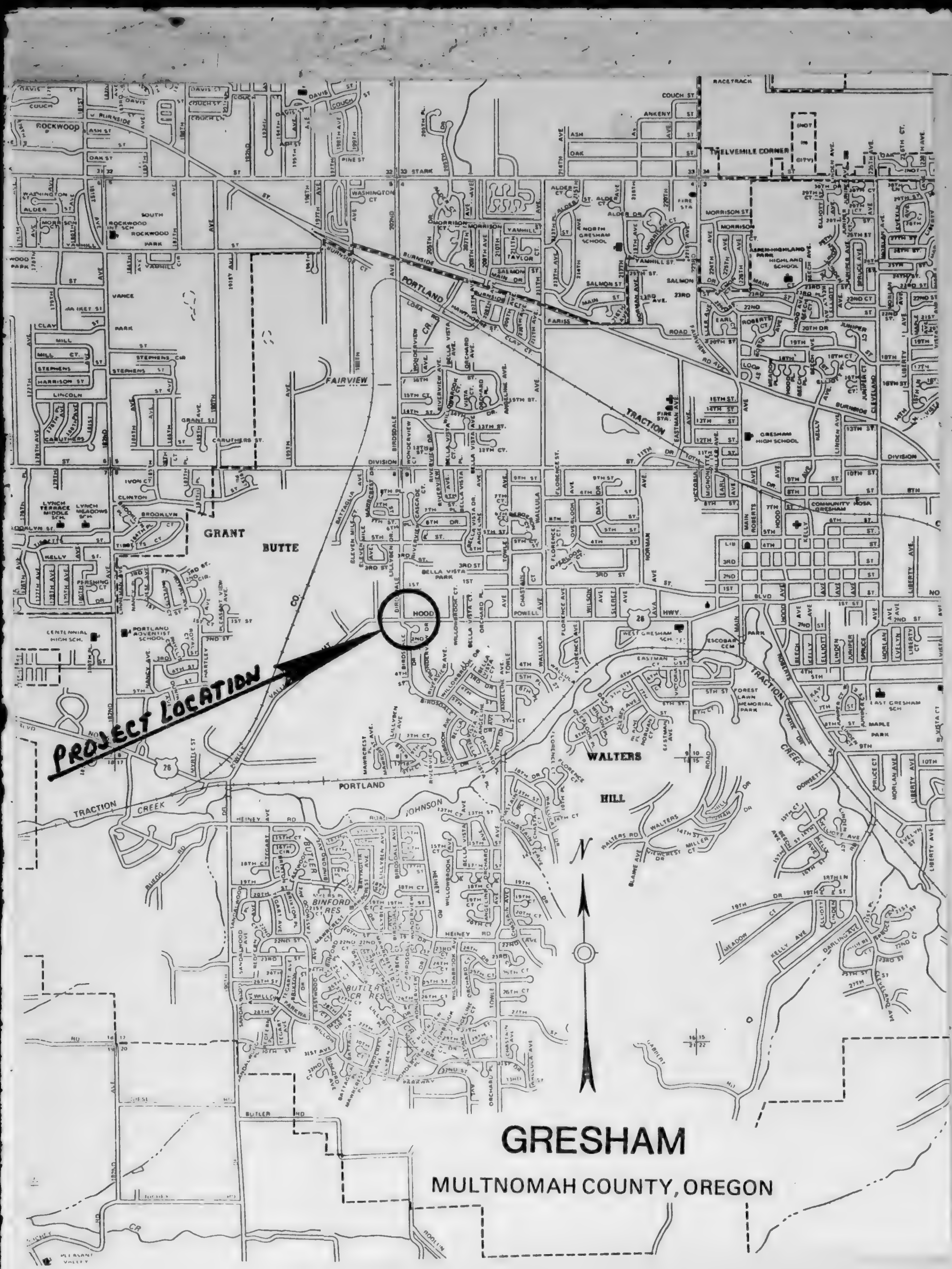
RECEIVED
STATE HWY ENGR
APR 1 '81
REFER TO
FOR

NOTED
W.R.Z.

RECEIVED
APR 2 1981
TRAFFIC ENGINEERING

Contains Recycled Materials
81-125-1387

SP*75883.1


PROJECT LOCATION
GRESHAM
MULTNOMAH COUNTY, OREGON
GRANT BUTTE
FAIRVIEW
HOOD
WALTERS HILL
BINFORD RES
BUTLER CR RES
TWELVEMILE CORNER
PORTLAND
TRACTION
BURNSIDE
JOHNSON CREEK
BUTLER RD
HEINEY RD
GRESHAM HIGH SCHOOL
NORTH GRESHAM SCHOOL
HIGHLAND SCHOOL
WEST GRESHAM SCH.
EAST GRESHAM SCH
CENTENNIAL HIGH SCH.
LYNCH TERRACE MIDDLE SCH.
LYNCH MEADOWS SCH.
ROCKWOOD INT SCH
ROCKWOOD PARK
VANCE PARK
BELLA VISTA PARK
MAPLE PARK
FOREST LAWN MEMORIAL PARK
ESCOBAR CEM
PORTLAND ADVENTIST SCHOOL
RACETRACK
N

9498.

DEPARTMENT OF TRANSPORTATION LOC 3

F I L E June 10, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 10, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 10, 1932 on the following projects:

1. 19th Street-Astor Column (Astoria)
   Coxcomb Hill Road, Clatsop County
   Grading and Paving

   Twenty-foot roadway with two-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Shapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Arizona Inn Slide Section
   Oregon Coast Highway, Curry County
   Slide Correction

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. SPRR O'Xing (Albany)
   Albany-Junction City Highway, Linn County
   Structure Painting

   Same as No. 2.

4. Gateway Area Traffic Signal Interconnect
   County Roads, Multnomah County
   Traffic Signals

   Same as No. 2

5. Mt. Hood Highway @ Birdsdale Avenue (Gresham)
   Powell Blvd., Multnomah County
   Grading, Paving and Signals

   Five-foot shoulder bikeways and pedestrian signals will be constructed/installed on this project.

6. NE Portland Highway @ NE 138th Avenue
   Multnomah County
   Traffic Signals

   Pedestrian signals are provided with this contract.

7. N Fork Ash Creek (Hoffman Road) Bridge
   Polk County
   Structure

   Twelve-foot lanes with four-foot shoulders on approaches and thirty-one and one-half-foot roadway on structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. McKay Creek (Sumac) Bridge
   McKay Creek Road, Umatilla County
   Grading, Surfacing and Structure

   Twenty-eight-foot roadway on roadway and structure.
   Aggregate surfacing on roadway.

   Same as No. 1.

HSC:RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-19-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-24(30)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10154

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
5/19/82	Primary 24	Primary 26

10. GENERAL LOCATION:

Mt. Hood Highway at Birdsdale Aveune (Gresham) Section

11. GENERAL DESCRIPTION OF WORK

Grading, Paving and Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Permanent Signing S.F. $1,200
Permanent Striping S.F. $2,000
Temporary Striping S.F. $500
Roadside Seeding & Mulching S.F. $500
State Furnished Program $500
Signal Controler Testing S.F. $1,925

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5/18/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $148,313 Federal Funds $133,481.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO
Melvin
FOR
Info | Inves. | R/D | D R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/19/82	D. K. Swan	for Division Administrator

FORM PR-1.240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9478

1-29-82

Don

#1 Beede Rec. - Drinking Water Pass (D. Miller

Project rescheduled for March 25, 1982

bid letting.

Base Design being revised to

3½" Asphalt Concrete

14" Aggregate Base

Existing 20' Oil mat to be scarified to

12" depth & grid rolled.

#2 Mt. Head Hwy @ Birdsdale (J. Sills)

Bladorn reviewing project ~~to~~ as to justification of $146,000. Only $100,000 set up. ~~Study~~ They may delay until big project. Stopped Sills until used from Traffic.

Lyle

K

4446 S-18-81 L

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-24(30)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Multnomah

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.:
5. ITEM NO.: 10154

6. TO:
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5-18-81
8. FEDERAL ROUTE NUMBER: Primary 24
9. STATE ROUTE NUMBER: Primary 26

10. GENERAL LOCATION:
Mt. Hood Highway at Birdsdale Avenue (Gresham) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility prepatory work TEC $11,400 - Federal funds - $10,260.
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of May 12, 1981.

RECEIVED
STATE HWY ENGR
MAY 21 '81
REFER TO
FOR

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5-18-81	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

May 12, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10154
Project No. HES-24(30)
Mt. Hood Hwy. @ Birdsdale Ave. (Gresham) Sec.
Multnomah County

Attached data consists of PR-1 form with project maps, Authority for Survey, traffic signal warrant comparison, collision diagram, other traffic data and sketch map.

I request authorization to proceed with Preliminary Engineering including utility preparatory work at an estimated total cost of $11,400 with an obligation of $10,260 in Federal funds.

By computation, this intersection would rank 196 on the Urban Priority List previously submitted to FHWA.

DRH:bkc
Attachments
cc: L.E. George
R.N. Bothman (Metro)
E.L. Hardt (Region 1)
Jon Rose (Metro)
Judy Smith (Metro)
General Files

Form 734-3122

9498

Powell Blvd at Birdsdale.

TO MANOR HOLMES DATE 3/27/81

This agreement is no longer appropriate. Negotiations with the City depend on cost estimates being developed by Traffic and Road Design. The signal may go with Title II funding or there may be some non-participating costs for the City to pay. We will advise when we have more information.

SIGNED Jan Rose

PLEASE REPLY HERE

TO _____ DATE _____

PROJECT MANAGEMENT BRANCH

ASTE ☐ STE ☐

PLE ☐ RE ☐ PRE ☐

REFERRED TO _____

SIGNED _____ FOR _____

NOTE – INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES. EXTRACTS CARBON. RETAINS FIRST DUPLICATE RETURNING LAST PART TO ORIGINATOR OF CONFORMATION MEMO

9418

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

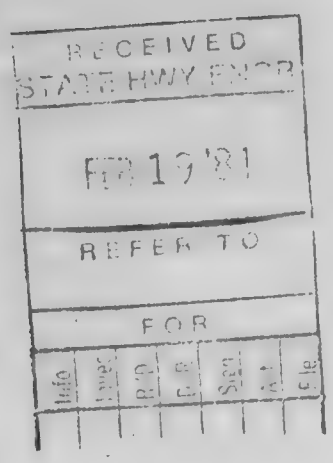
Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Mt Hood Hwy at Birdsdale Avenue MULT.

DATE: 2/17/81

The state has reviewed your project and reached the following conclusions:



[xx] No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

[ ] Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

[ ] Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

[ ] Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment

cc: E.J. Valach
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
REG. M ENGR.: R.N. BOTHMAN
REG. 1 ENGR.: E.L. HARDT
DIS. 2 ENGR.: W.W. GEIBEL

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8101 2 550

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

1-21-81
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project IX-24(22)
Mt. Hood Hwy. at Birdsdale Avenue
Mt. Hood (Powell Blvd.) Hwy.
Multnomah County

Date: January 29, 1981

From: Acting Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

The project classification for this proposal submitted on January 15, 1981, as a Class III is appropriate in this case. It would be satisfactory to include the details of this project in the assessment covering the Mt. Hood Highway from 182nd to Birdsdale Avenue.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

E. J. Valach

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg/Metro)

2-4-81

1416

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

January 21, 1981

TO: Executive Department
Federal Aid Coordination Unit

NOTED
H.S.COULTER

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: **Mt. Hood Hwy. at Birdsdale Ave.**
Highway: **Powell Blvd. Portland**
County: **Multnomah**

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be **February 27, 1981.**

BLG:bke
Attachments
cc: G.L. Green, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. M-1 Engr.: **R.N. Bothman/E.L. Hardt**
Dis. 2 Engr.: **W.W. Geibel**
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JAN 21 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT: Department of Transportation [45	46] DIVISION: Highway [79				
03	12] APPLICANT ADDRESS STREET: Transportation Building [45	46] CITY: Salem [60		76] ZIP: 97310 [80		
04	12] CONTACT PERSON: D.E. Swan [45	46] AREA CODE: 503 [48	49] PHONE: 378 [55	56] EXTENSION: 6563 [59		
01	12] PROJECT TITLE: Mt. Hood Hwy. at Birdsdale Ave. [71					
11	12] PROJECT LOCATION—CITY: Powell Blvd. Portland	PROJECT LOCATION—COUNTY: Multnomah	PROJECT LOCATION SEC. T: R: [79			
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)					
06	12] The purpose of this project is to improve the operation of the Birdsdale [71					
07	12] Avenue Intersection by installing a signal and providing left turn refuges [71					
08	12] for traffic turning onto Birdsdale from Powell Boulevard. [71					
09	12] [71					
10	12] [71					

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	106,000	-----	14,000	-----	-----	120,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE: Title 23 USC Highways [71	
15	12] FEDERAL AGENCY NAME: U. S. Department of Transportation [45	46] FEDERAL SUB-AGENCY NAME: FHWA [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
[X] 12	[ ] 13	[ ] 14	[ ] 15	[ ] 16	[ ] 17	[ ] 18	[ ] 19	[ ] 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
[X] 21	[ ] 22	[ ] 23	[ ] 24	[ ] 25	[ ] 26	[ ] 27	[ ] 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes [ ] 29 No [X] 30 Date: TIP

(D) REVIEW REQUIRED by A-95 Yes [X] 31 No [ ] 32

(E) ENVIRONMENTAL IMPACT Yes [ ] 33 No [X] 34

(F) HOUSING RELOCATION REQUIRED Yes [ ] 35 No [X] 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH: Feb. [42 | 43] DAY: 27 [44 | 45] YEAR: 1981 [46

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: January 21, 1981

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE	STATE SHARE	TOTAL
First Year	% $	% $	% $
Second Year	% $	% $	% $
Third Year	% $	% $	% $

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project requiring a Environmental Assessment according to the new environmental quality guidelines.

F-24(-)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date 6 January 1980

Section Mt. Hood Hwy. @ Birdsdale Ave. City Gresham Hwy. No. 26

Highway Mt. Hood (Powell Blvd.) Begin M.P. _____ Length 1000 feet

County Multnomah Program Estimate $120,000

Region Metro Funding Source FAP

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):
This intersection is becoming increasingly hazardous and congested as traffic from new subdivision development to the south continues to grow. The purpose of this project is to improve the operation of the Birdsdale Avenue Intersection by installing a signal and providing left turn refuges for traffic turning onto Birdsdale from Powell Boulevard.

C. Recommended Project Classification:

Project Class		Documentation
-	I	Draft and Final EIS
_____	II	Categorical Exclusion
X	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding	XX Noise Study Report
XX Cultural Resource Survey	__ Indirect Source Construction Permit
__ Section 106 Procedures	__ Section 4(f) Determination

Basis for Recommended Classification:
Although this project does not constitute a major action improvement by itself, it is being included as a part of a larger proposal to realign and widen Powell Boulevard between Birdsdale and 182nd Avenues. This larger project has been categorized as a Class III requiring an Environmental Assessment. The Birdsdale intersection will be included as a part of the assessment.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	2 lanes (Powell)	3 lanes (Powell)
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Gravel and bike lane	Paved w/shoulder bike lane
Average Daily Traffic (Volume and Year)	12,460 (Powell 1980)	17,200 (Powell 2000)
Alignment (New, Combined, Existing)	-	Existing
Speeds (Posted and Estimated)	45	45

(12-15-80)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Approximately 1 Acre of right-of-way and slope easements is required.
Estimated Number of Parcels	9
Residential Relocation (No.)	None
Business Relocation (No.)	None

Six residential yard frontages will be affected by the widening of Powell Boulevard for this intersection improvement.

2. Estimated Impact on Land Use:

Supports residential development south of Powell Boulevard as identified in the "acknowledged" Gresham Comprehensive Plan.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The project will improve access to and from Birdsdale Avenue on Powell Blvd. and, will reduce the frequency of rear end and side collisions at this intersection.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

No direct involvement.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

A cultural survey will be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified

Name of Preparer and Phone Number: Jef Kaiser 238-7439

0 1000' 2000'

SCALE

PORTLAND TRACTION

VALLEY (MT. HOOD HIGHWAY)

BIRDSDALE AVE

ROAD

TOWLE RD

PROJECT LOCATION

182nd AVE

Glocca Morra

2

POWELL

8 9
17 16

10th ST

Creek

Johnson

HEINEY RD

HIGHLAND DRIVE

190th AVE

7478 C 12-16-80 Gresham 26

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME: Mt. Hood Highway @ Birdsdale Avenue (Gresham)

HIGHWAY NAME: Mt. Hood

HIGHWAY NUMBER: 26

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2C	Multnomah	Gresham

LENGTH	MILEPOST NUMBER		
0.1	11.64	TO	☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☒ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Install a five-phase signal and channelization at the intersection of the Mt. Hood Highway @ Birdsdale Avenue in the City of Gresham. This signal project should be constructed with the realignment project on Powell Blvd. from SE 182nd Avenue to Birdsdale Avenue, scheduled for contract in 1982.

1 Versteeg ✓
2 Christensen DA
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Prints / /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 15,400	2000 - 22,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☒	☐	☐
PROPOSED	☐	☐	☐	☒	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
45		☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 12/16/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	2 - 4'	2 - 4'
MEDIANS	-	1 - 14' left turn lane
PARKING LANES	-	—
SIDEWALKS	-	—
BIKEWAYS	9'	9'
INTERCHANGES	-	—
OTHER:	-	—

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☐	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	X		
Environmental Assessment		X	
Statewide Assessment		X	
Negative Declaration		X	
Environmental Impact Statement		X	
4-F Statement		X	
Citizen Advisory Committee		X	
Public Hearing _____		X	
Borrow Source		X	
Material Source		X	
Utilities	X		

Type Electrical, telephone

	YES	NO	MAYBE
Hydraulics Study		X	
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey	X		
Old Survey Available		X	
Requires Vicinity Map	X		
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review		X	

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY		X	
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY	2.0	1.0
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS		1.0
RIGHT-OF-WAY ACQUISITION		6.0
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE _____ (Region) F 10 '83 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

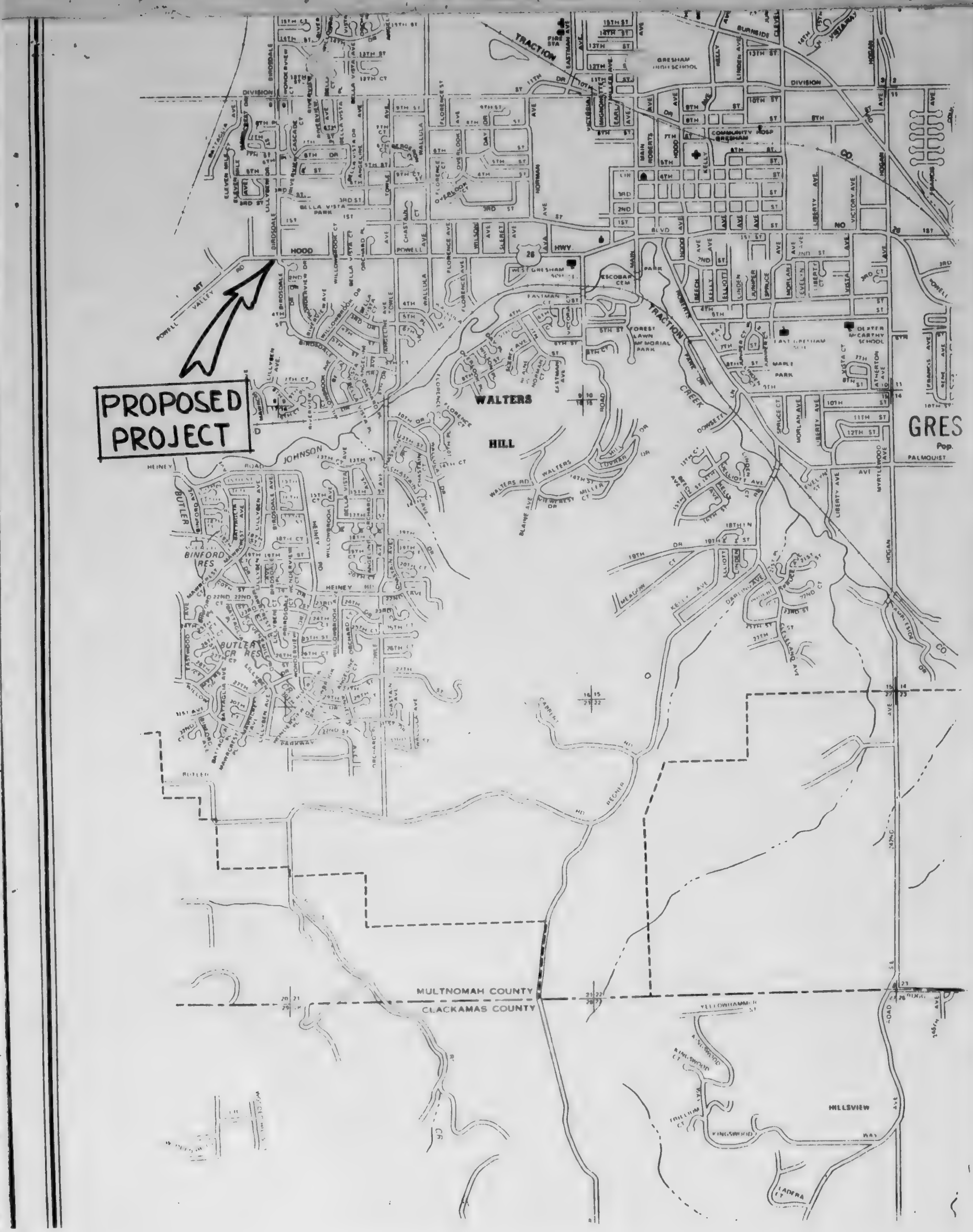
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	11,400	
RIGHT OF WAY	8,000	
TRAFFIC CONTROL	100,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	119,400	

SUBMITTED BY _____


PROPOSED PROJECT
TRACTION
WALTERS HILL
FOREST LAWN MEMORIAL PARK
ESCOBAR CEM
GRESHAM HIGH SCHOOL
COMMUNITY HOSP GRESHAM
WEST GRESHAM SCH
EAST GRESHAM SCH
MAPLE PARK
DEXTER McCARTHY SCHOOL
BELLA VISTA PARK
BUTLER CR RES
BINFORD RES
MULTNOMAH COUNTY
CLACKAMAS COUNTY
HILLSVIEW
GRES
Pop.
PALMQUIST
HWY 26
DIVISION
BURNSIDE
JOHNSON
HEINEY
BUTLER
MT HOOD
POWELL VALLEY RD
WALTERS RD
BLAINE AVE
DOWNETT
CREEK
PARK DR
ROAD
PARKWAY
KELLY AVE
HOGAN
LIBERTY AVE
MYRTLEWOOD AVE
KINGSWOOD
LADERA

1178

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 12, 1980

TO: THE FILE

File No: 80-25

FROM: D.R. ADAMS
Project Development Manager

SUBJECT: Birdsdale @ Powell Blvd.
Traffic Signal Project

In response to an inquiry on December 5th from Diane Jones of the City of Gresham, I advised that the State could not commit to an early Fiscal 1982 construction of the subject project.

The city is weighing the possibility of installing a temporary signal at Birdsdale at a cost of approximately $20,000, versus waiting for the State to install that traffic signal in accordance with the Six Year Highway Improvement Program. Had the State been able to award the contract for the signal installation in July of 1981, the city would have been quite pleased. However, I told Ms. Jones that we could make no commitment to install on that date, nor could we assure that the signal contract would be awarded in Fiscal 1982. This is based on our current fiscal situation which, at this time, leaves any state-funded projects in rather uncertain circumstances.

Ms. Jones proposed that a developer might provide some of the funding for the traffic signal installation. Even with this possibility I advised her that I could make no commitment on the availability of State funds for a permanent installation, and I recommended that she proceed with the temporary signal installation. This is what they intend to do.

DRA:js

cc: J. Rose

1198

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: December 4, 1980

File No: 80-25

TO: BUZ SWAN
Operations Programming Engineer

FROM: JON ROSE
Federal Aid Specialist

SUBJECT: Proposed Agreement
Temporary Signal Installation
Mt. Hood Highway (Powell Blvd.) @ Birdsdale Ave.
City of Gresham

There seems to have been some confusion about an agreement for installation of traffic signals on Powell Boulevard at Birdsdale Avenue. The agreement as presently written would probably be acceptable for permanent signals which will be installed in the future as part of the larger Powell Boulevard project, but right now, an agreement is needed to cover a temporary signal installation which the City is willing to finance. We propose to install a temporary signal now using signal hardware which is owned by the City of Gresham. In order to have this signal installed promptly, the City is willing to pay the entire cost and to provide the hardware. The State will, at City cost, take care of all preliminary engineering, contracting, construction engineering, and future maintenance. The City will pay power consumption costs and Multnomah County will be expected to arrange for utility adjustments which are within the County's jurisdiction. The signal hardware will remain the property of the City, but will be operated by the State until such time as a permanent installation is made. At that time, signal equipment used during the temporary installation will be returned to the City.

If further information is needed in order to prepare a new agreement, please let me know.

po

9418

November 1, 1979

The Honorable William Savage
City Councilman
City Hall
Gresham, OR 97030

Dear Councilman Savage:

Since you were recently unable to meet with L. E. George and R. N. Bothman concerning traffic matters in the Gresham area, this letter will outline a possible solution to the matters that you discussed via telephone with Mr. George.

The three intersections about which you expressed concern (190th, Birdsdale and Towle with Powell Boulevard) are all on the Statewide Traffic Signal Priority List for future installation. There are more than 60 intersections totaling about $4,000,000 waiting on the list. Also, all of the three locations have been included in the Highway Division's proposed Six-Year Construction Program. Eventually, installation will be completed.

Since the 190th Avenue project will not be completed for some time and since you have indicated the City of Gresham desires some form of traffic control much sooner, we have reviewed the possibility of installing a temporary wood pole type of traffic signal. Such an installation is possible as far as traffic conditions are concerned. Right of way restrictions may preclude the actual physical installation of poles on a temporary basis.

The estimated total cost of the temporary signal is $40,000. Before proceeding further with preliminary design work, it is necessary to know if the City of Gresham wishes to proceed on the normal cost sharing agreement existing with the League of Oregon Cities. Under this agreement the City would pay 50 percent of the original installation cost and also future

power costs. The State would be responsible for future maintenance costs. Under accelerated contracting procedures using State-supplied material it would be possible to have the signal operating about six months from the execution of the State-City agreements.

If the City wishes to proceed based on the above proposal, will you please advise this office and the necessary agreement will be initiated.

Sincerely,

H. S. Coulter
State Highway Engineer

LEG:ds jh
bc: F. B. Klaboe
E. S. Hunter
L. E. George
R. N. Bothman
E. L. Hardt

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: H. S. Coulter
State Highway Engineer

DATE: October 31, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Control
190th and Powell Boulevard

The attached draft is the result of a telephone conversation between Gresham City Councilman William Savage and the writer. The telephone call was made to the Councilman as a result of an In-Wats call to Mr. Klaboe which he was not able to return prior to leaving for the AASHTO meeting. As a result of the telephone conversation, I requested R. N. Bothman to set up a meeting between the three of us to review options for possible traffic control at 190th and Powell Boulevard.

The meeting was to have been Monday, October 29, at the Metro Office but the Councilman, without explanation, did not keep the appointment. The attached suggested draft is self-explanatory. Please note it commits the Department to $20,000 for a temporary signal installation.

L. E. George
Traffic Engineer

LEG:ds
Attachment

RECEIVED
STATE HWY ENGR
OCT 31 '79
REFER TO
FOR
Info

February 16, 1979

Mr. Bob Bothman
State of Oregon Highway Division
Metro Section
5821 N.E. Glisan
Portland, OR

Dear Mr. Bothman:

The East County Transportation Committee recently adopted the two resolutions attached with respect to improving transportation in the East Multnomah County area.

The first resolution recommends a joint East County short-range improvement program consisting of fifteen projects. Three of these projects involve state roads. They are:

- Birdsdale/Powell
- Hogan/Powell
- Columbia/Buxton

We are requesting that the Oregon Department of Transportation program these improvements for immediate funding as a part of its capital improvement program.

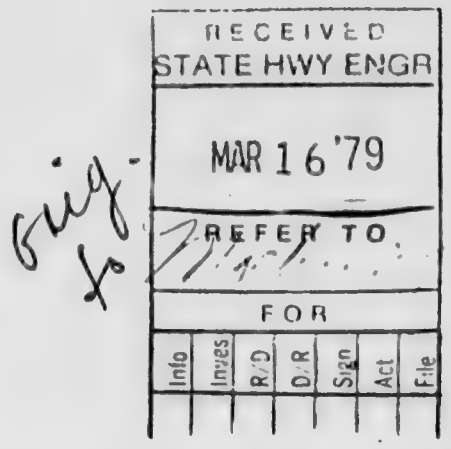
The second resolution is more long-range and recommends the extension and upgrading of Kane Road (257th) to an arterial status. We are requesting that the Oregon Department of Transportation work with the Cities of East County and Multnomah County in developing a joint grant proposal for upgrading Kane Road.

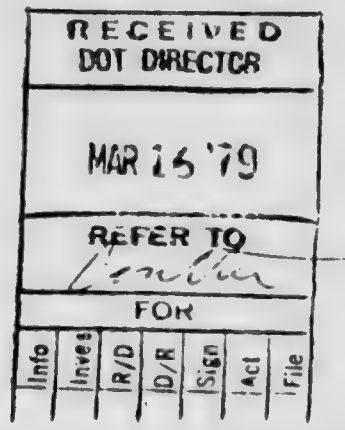
Sincerely,

Stan Morris
Chairperson
East Multnomah County
Transportation Committee

Attachments

cc: Frank Kaiser
Earl Blumenauer
Bruce Boldt
Henry Keller
Don Wilson
Bill Cameron
Bebe Rucker
Ed Murphy
Elizabeth Boyle
Ron Failmetzger
Ted Spence
F.B. Klaboe





February 7, 1979

EAST COUNTY TRANSPORTATION
COMMITTEE RESOLUTION

A RESOLUTION RECOMMENDING THE UPGRADING OF KANE/257th TO A MAJOR ARTERIAL

WHEREAS, the major north/south corridors in East County are becoming increasingly congested, and

WHEREAS, continued growth in the eastern most sections of East County will place traffic volumes on rural county roads in excess of their capacity, and

WHEREAS, the cities of East County and Multnomah County have designated Kane Road as an arterial on the functional street classification system, and

WHEREAS, sufficient right-of-way and setbacks have been or can be required in anticipation of Kane becoming an arterial.

NOW, therefore be it resolved by the East County Transportation Committee that:

1. Kane/257th Road be designated as an arterial from I-80N to Orient Drive.

2. 257th/Kane be extended north from Cherry Park Road to align with the Graham Road overpass in Troutdale.

3. 257th/Kane be realigned with Orient at 14th. street in Gresham.

4. The Orient/Route 26 intersection be eliminated or that turning movements be restricted.

5. The intersection of 14th./Palmquist/Route 26 be redesigned to restrict turning movements and limit direct access to 257th.

6. Future improvements to Kane Road at Powell Valley, Division, and other local roads be made to support 257th. as an arterial.

Be it further resolved that copies of this resolution be forwarded to the Oregon Department of Transportation, Multnomah County, Troutdale, and Gresham for implementation and that a joint grant proposal be submitted to MSD for federal funding to upgrade Kane Road as an arterial.

Adopted by the East County Transportation Committee this 7th day of February, 1979.

By _____
Stan Morris, Chairperson

February 7, 1979

EAST COUNTY TRANSPORTATION
COMMITTEE RESOLUTION

A RESOLUTION RECOMMENDING IMMEDIATE ACTION ON IMPROVEMENTS TO CONGESTED AND HAZARDOUS INTERSECTIONS IN EAST COUNTY.

WHEREAS, the population of the East Multnomah County area has increased almost 200 percent in the last eight years, and

WHEREAS, this increase in population has resulted in deteriorating travel conditions on the major collector and arterial street system, and

WHEREAS, the lack of north/south travel has been identified as a major problem by the East County Committee, and

WHEREAS, long range improvements to the arterial system are now in the planning stages, and

WHEREAS, there is a need for immediate improvements on the north/south arterial system to increase the safety and efficiency of the transportation system in the intervening years, and

WHEREAS, a study has been conducted by the East County Transportation Planner identifying congestion and safety problems on the major north/south corridors in East County, and

WHEREAS, as a result of this study, fifteen intersections on the north/south arterial have been identified in attachment 'A' as having congestion and safety problems, and

WHEREAS, these intersections have been reviewed and prioritized by staff from the City of Gresham, Troutdale, Multnomah County, and the Oregon Department of Transportation.

NOW, therefore, be it resolved that the East County Transportation Committee supports and recommends immediate improvements to the problem areas identified in attachment 'A'. Be it further resolved that a copy of this resolution and attachment 'A' be forwarded to Multnomah County, Oregon Department of Transportation, and the Metropolitan Service District for immediate action.

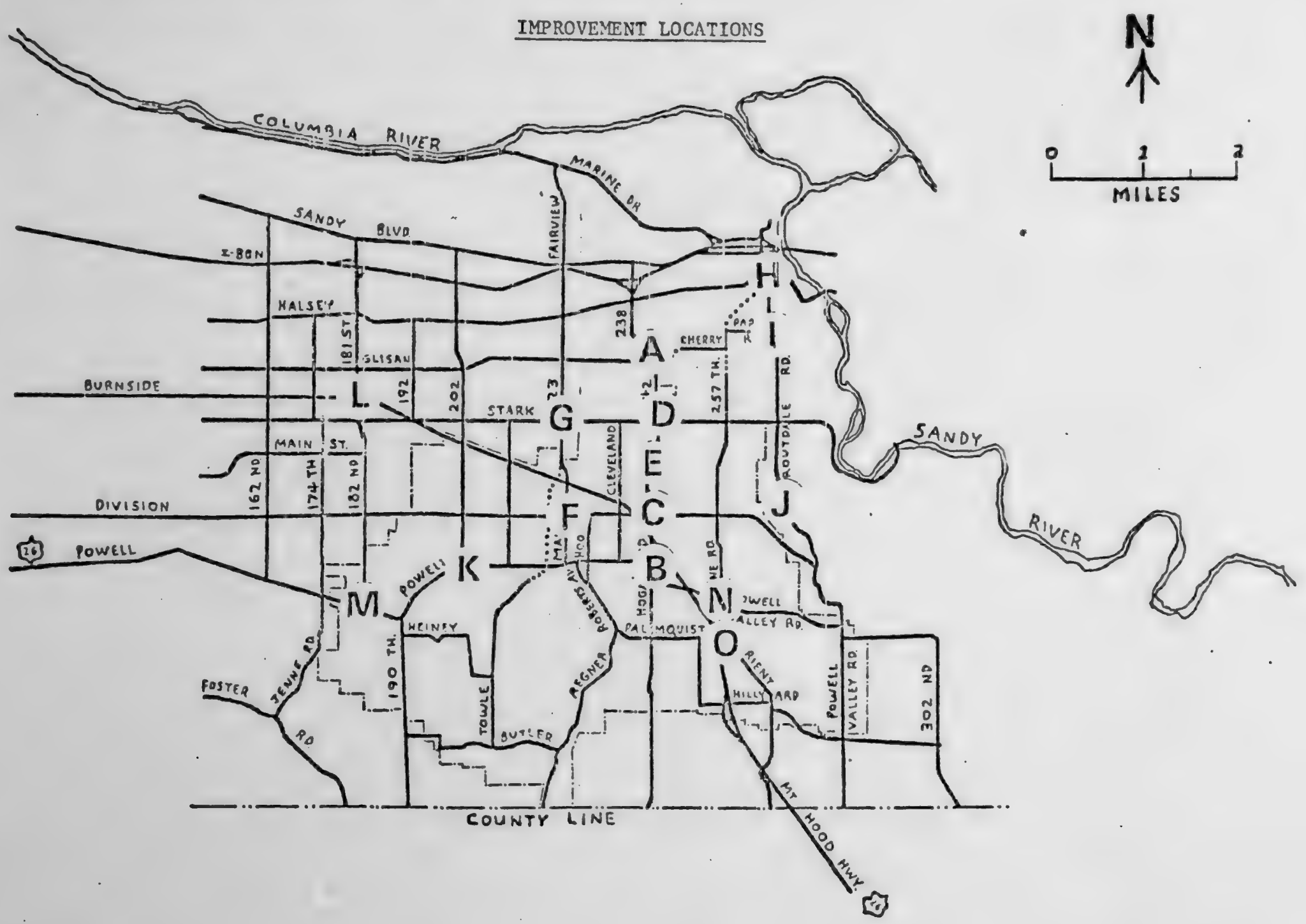
Adoptedy by the East County Transportation Committee this 7th. day of February, 1979

By _____
Stan Morris, Chairperson

STREET	INTERSECTION	PROBLEM	RECOMMENDATION
1. 242nd/Hogan	a. Glisan/Cherry Park	Congestion, functions at a level of service 'E' during peak hours	1) Stripe the north and south legs of Hogan for two lanes; one lane for thru movement and one lane for left turns and storage 2) Stripe and sign the merging of the two southbound lanes more clearly 3) Add left turn signal phasing
	b. Powell	Experiences congestion during the peak hours due to the high volume (22%) of left turning movement from the north leg of Powell and the lack of a separate left turn lane; left turn from west leg of Powell to north leg of Hogan is potentially dangerous due to alignment (19% of peak hour movement)	1) Advance green for north leg of Hogan to allow protected left turn 2) Advance green for west leg of Powell to allow protected left tu
	c. Division	Some congestion due to left turning vehicles and a high incidence of all accidents (63%) involved turning vehicles	Stripe north and south legs of Hogan for two lanes in each direction; one lane for thru movement and one lane for left turning movements
	d. Stark	Experiences some congestion due to left turning movements	1) Improve left turn lane storage capacity 2) Add left turn signal phase
	e. 23rd	Inadequate sight distance due to intersection alignment	Reconstruct 23rd to relign with Hoga at right angle
2. 223rd/Fairview	f. Division	High volume of left turning movement (20%) from north and south legs and high incidence of turning movement accidents (66%) particularly from west leg of Division to north leg of Main	1) Separate left turn signal on all legs of the intersection 2) More storage capacity in left tur lane
	g. Stark	Will experience a high volume of traffic with completion of 221st/ 223rd to the south	1) Provide advance green, a separate left turn phase for the south le to allow protected left turn mov ment 2) Provide right turn lane on west of Stark

STREET	INTERSECTION	PROBLEM	RECOMMENDATION
3. Troutdale	h. Buxton/Columbia	High volume of left turning movement and an obstructed sight distance	1) Create an exclusive left turn pocket and right turn pocket southbound on Buxton 2) Eliminate parking along Columbia to at least 30 feet from the intersection
	i. Cherry Park	Unstable soil base on Sandy Street, requires re-routing traffic down Buxton	Realign Cherry Park/Troutdale and Cherry Park/Buxton intersections
	j. Cochran (17th)	Inadequate sight distance due to overgrowth of vegetation	Cut back overgrowth and berming particularly on the southside of the intersection and flatten bank
4. Birdsdale	k. Powell	High accident intersection (8 during the first six months of 1978)	Install signal
5. 181st	l. Burnside	High volume of left turns from north leg of 181st to east leg of Burnside (20%); also high volume of right turns from east leg of 181st (24%)	1) Improve southbound left turn capacity with double left turn lanes 2) Improve westbound right turn capacity by striping for right turn la
	m. Powell	Experiences some congestion during peak hours	1. Stripe 181st leg for left an igh turn lanes 2) Add left turn signal phase with t completion of 181st
6. 257th/Kane	n. Powell Valley	Accident history involves vehicles trying to cross Powell Valley	Reduce speed limit on Powell Valley and/or provide warning signals prior to intersection
	o. Orient	Accident diagrams indicate there may be some confusion to traffic southbound on Kane as to whether or not they are required to stop at Orient	Place signals southbound on Kane warning of upcoming intersection

East County Road System



1982 NE Portland Hwy. at NE 138th Ave. in NE Portland. (Traffic Signal Installation) 9499

CIA 7431 9499 3-18-81

RR 1100 10/12/82

January 19, 1984

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9499

Gentlemen or Ladies:

On January 9, 1984, we wrote to you concerning release of final payment on Contract No. 9499 awarded to Hertz Electric, Inc., for traffic signal installation on the N. E. Portland Highway at N. E. 138th Avenue in Multnomah County.

Final payment on this contract is $790 and the total contract amount is $57,118.90. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Hertz Electric, Inc.
1721 Rescue Street, S. E.
Albany, OR 97321

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: C. T. Keasey
Walt Hart
E. L. Hardt

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: NE Portland Highway @ NE 138th Ave.		WEEK ENDING: August 27, 1983
		SECTION PREFIX: 126-8255
HIGHWAY: NE Portland		COUNTY: Multnomah
NAME OF JOB	KIND OF WORK: Traffic Signal	
CONTRACTOR: Hertz Electric, Inc.	CONTRACT NUMBER: 9499	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 28, 1982	DATE WORK STARTED: October 21, 1982	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS 120	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 104
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 87
PROJECT AUTHORIZATION: $71,612.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $65,358.48	ENGINEERING AUTHORIZATION THIS WEEK $6,254.40 -0-	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $66,353.90	ENGINEERING COST TO DATE $6,000.00	DATE PROJECT WAS COMPLETED: May 5, 1983
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2 %	PERCENT OF AUTHORIZATION 88 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21		0		
MONDAY 22		0		
TUESDAY 23		0		
WEDNESDAY 24		0		
THURSDAY 25		0		
FRIDAY 26		0		
SATURDAY 27		0		

RECEIVED
AUG 29 1983
CONSTRUCTION SECTION

GI ___ DM ___
LAE ___ CA ___
ROE ___ LS ___
OCS ___ TC ___
SCS ___ FE ___
RJO ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 21	No activity
MONDAY 22	No activity
TUESDAY 23	No activity
WEDNESDAY 24	No activity
THURSDAY 25	No activity
FRIDAY 26	No activity
SATURDAY 27	No activity

REMARKS

Third notification submitted August 22, 1983

FINAL REPORT.

SIGNED _____ LOCATION Portland

David L. Jones, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9499

L.

STATE OF OREGON
RAILROAD & UTILITY UNIT

INTEROFFICE MEMO
ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: October 12, 1982

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Railroad Agreement
NE Portland Hwy. at NE 138th Ave.
Multnomah County
Contract No. 9499
ODOT Agreement No. RR-1100

RAILROAD COMPANIES
FILE No. 11C-3

Attached is our fully-executed copy of an agreement between the Oregon-Washington Railroad Navigation Co. and its lessee Union Pacific Railroad Co., and the Highway Division allowing the Highway Division to install an underground power line and underground signal detector line beneath the Union Pacific Railroad tracks near the intersection of NE 138th and Sandy Blvd. This was to accommodate the installation of a traffic signal at this intersection.

RDT/llr
Attachment
cc: E. L. Hardt - w/copy
Dave Jones - w/copy
L. E. George - w/copy

11/4/82
Letter sent
Agmt Distrib

81-125-1387

Contains Recycled Materials

9-149

June 11, 1982

ACC

Mr. Oliver Daniels
County Engineer
Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Dear Oliver:

On June 10, 1982 we received a satisfactory bid from Hertz Electric, Inc., P.O. Box 577, Albany, Oregon 97321 for the traffic signal installation on the N.E. Portland Highway at N.E. 138th Avenue in Northeast Portland.

As described in our Agreement No. 7431, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid		$51,919.00
Anticipated Additional Items:		
Railroad Protective Costs	$1,800.00	
Permanent Paving Striping	1,400.00	
State Furnished Software Programs	500.00	
Signal Controller Testing & Turn-On	1,925.00	
Fiber Optic Sign	5,000.00	$10,625.00
		$62,544.00
SUBTOTAL		2,814.48
Contingencies (4 1/2%)		6,254.40
Engineering (10%)		
ESTIMATED CONSTRUCTION COST & 100% COUNTY SHARE		$71,612.88

We will award the contract when we receive your advance deposit in the amount of $71,000, which should arrive not later than July 2, 1982. You may use one of the three options for payment described on the attached sheet.

Rec'd LGIP
6-21-82
per Jan Peterson

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:nf
Attachment

bcc w/AD # 82-49: Jon Rose, Metro Region
Vern Skoog - Please return completed AD # 82-49 when advance deposit is received.

DEPARTMENT OF TRANSPORTATION

LOC 3

F I L E

June 10, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 10, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 10, 1932 on the following projects:

1. 19th Street-Astor Column (Astoria)
   Coxcomb Hill Road, Clatsop County
   Grading and Paving

   Twenty-foot roadway with two-foot shoulders.

   Footpaths and bicycle trails will not be established under this project as per ORS Shapter 366, Section 2, subsection 2(b), which states, "footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use."

2. Arizona Inn Slide Section
   Oregon Coast Highway, Curry County
   Slide Correction

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. SPRR O'Xing (Albany)
   Albany-Junction City Highway, Linn County
   Structure Painting

   Same as No. 2.

4. Gateway Area Traffic Signal Interconnect
   County Roads, Multnomah County
   Traffic Signals

   Same as No. 2

5. Mt. Hood Highway @ Birdsdale Avenue (Gresham)
   Powell Blvd., Multnomah County
   Grading, Paving and Signals

   Five-foot shoulder bikeways and pedestrian signals will be constructed/installed on this project.

6. NE Portland Highway @ NE 138th Avenue
   Multnomah County
   Traffic Signals

   Pedestrian signals are provided with this contract.

7. N Fork Ash Creek (Hoffman Road) Bridge
   Polk County
   Structure

   Twelve-foot lanes with four-foot shoulders on approaches and thirty-one and one-half-foot roadway on structure.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. McKay Creek (Sumac) Bridge
   McKay Creek Road, Umatilla County
   Grading, Surfacing and Structure

   Twenty-eight-foot roadway on roadway and structure.
   Aggregate surfacing on roadway.

   Same as No. 1.

HSC:RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

OREGON STATE HIGHWAY DIVISION

TO: 126-8212

SUBJECT: Signal NE Sandy Blvd @ 138th Ave. Multnomah County

FROM: Jon Rose

DATE: May 5, 1982

Curtis H Quarles

Attached, received preliminary plans and multnomah counties signature plans with letter of transmittal. Only comment to the project is the Counties concern of any conflicts with their paving contract at this intersection. There should be no conflicts. the scheduling has been discussed with multnomah Co. previously

Curtis H. Quarles

5-5-82

Boz Swan

The attached plans have been reviewed and approved as noted by Metro Staff and by Multnomah County. Please distribute.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

PROGRAM MANAGEMENT SECTION
DHM ☐ DEB ☑
SHM ☐ MJK ☐ DNH ☐

MAY 6 1982

REFERRED TO .....
FOR .....

CC: _____ _____ FILE: PM FA LG.
(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

April 22, 1982

MA PDM PDE FFM SPC
ODOT - METRO

APR 26 1982

BM PAR PPC FILE T/A

Jon Rose, Federal Aid Specialist
State of Oregon
Dept. of Transportation
5821 NE Glisan
Portland, OR 97213

Dear Mr. Rose:

Enclosed is a copy of the plan for the signal installation at Sandy Blvd. at 138th Ave. approved by Multnomah County.

Our project for 138th will probably be under construction by the first of July, and, depending on your time schedule, our contractor may complete the Sandy-138th intersection prior to your contractor starting work. If you feel that this could possibly occur, we would be willing to include appropriate signal items in our contract. Please let me know.

Very truly yours,

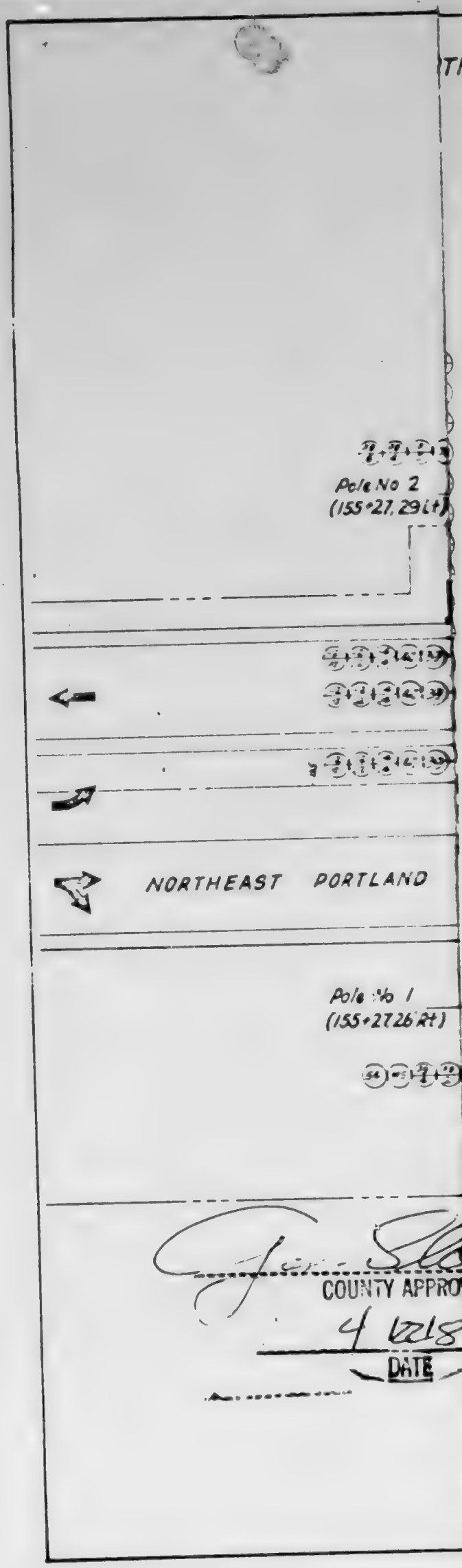
GEORGE STILLMAN
Ass't. County Engineer

GS:bb

Encl.

SIGN PLAN
THEAST PORTLAND HWY. AT NE. 138TH AVE.

SCALE 0 10 20 40 FEET



L E G E N D

- Maintain and protect existing power pole (power source)
- Install model 170 controller in model 332 cabinet
- Install type (T) standard strain pole
- Install metal pole barrier
- Install phase (Ph) ve
- Install phase (Ph) programmed vehicle signal
- Install type (T) modified pedestrian signal
- Install phase (Ph) pedestrian pushbutton with instruction sign
- Install interior illuminated "LEFT TURN SIGNAL" sign
- Install interior illuminated right arrow "ONLY" sign
- Part time restriction sign - see Detector & RR Pre-empt. Plan
- Install terminal cabinet
- Install service cabinet with 40 amp circuit breaker
- Install 120 volt meter base
- Install one No. 8 type THWN wire (signal system common)
- Install (N) No. 14 type THWN wires
- Install (N) No. (G) type TW wires
- Install (X)-(N) wire No. (G) control cables
- Install 3/8 inch galvanized steel messenger cable
- Install 1/4 inch galvanized steel tether wire
- Install (S) inch electrical conduit
- Install 2 inch conduit stub (for future use-cap ends)

T =	Type shown	S =	Size shown
Ph =	Phase shown	423 =	12"R, 8"Y, 8"G
X =	Number shown	456 =	12"R, 12"Y, 12"G
N =	Number of conductors shown	458 =	12"R, 12"Y, 12"GLTA
8 =	AWG size shown		

PRELIMINARY COPY

SUBJECT TO CHANGE

APR 15 1982

COUNTY APPRO

4/21/82

DATE

TRAFFIC SIGNAL INSTALLATION
NE. PORTLAND HWY AT NE. 138th AVE. SECTION
NORTHEAST PORTLAND HIGHWAY
MULTNOMAH COUNTY

February, 1982
Accompanied By Drwgs No. 1470, 1471, 1472, 1473, 1480, 1481, 1488, 2990, 2991, 35009, 35010, 8326, 8327

8325

7477

Bold

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: October 23, 1981

TO: FRANK TERPIN Attention: Fred Ericksen
Location Engineer

File No: 126-8218

FROM: E. J. DUNN
Resident Engineer

SUBJECT: 138th & Sandy Blvd.
Multnomah County

Multnomah County has now finalized their right-of-way negotiations and wish to proceed with the project using ODOT's alignment, which does not conflict with the telephone building. This building is labeled "shed" on the map previously submitted.

Multnomah County would like the project constructed as per agreement No. 7431 (copy attached).

Also attached is a map and letter to allow for sidewalk construction and slope easements which will be built by the County.

po

cc: Curt Duval

Attachment

2 Versteeg ✓
Anderson
3 Christenson
Olson
4 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
OCT 26 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

RECEIVED
NOV 3 1981
LOCATION SECTION

RECEIVED
OCT 26 1981
LOCATION SECTION

REFERRED TO
Daard Staudenmeyer
Cole Mann
1 Erikson Watson
Hager Dorn Lee
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

October 19, 1981

Mr. E. J. Dunn
Oregon Department of Transportation
5821 N.E. Glisan St.
Portland, Oregon 97213

Attn: Leo Goldsby

Dear Mr. Goldsby:

Enclosed is a preliminary copy of the 138th Ave./Sandy Blvd. plan. The legal description which you received from Roy Bennett has curve data which places the right of way line a uniform 13 feet beyond the curbs, including the curb returns. The 13 feet is to allow for sidewalk construction and slope easements.

Sincerely,

OLIVER J. DOMREIS
County Engineer

Pam Wiedemann
Assistant Engineer

PW:ck
Enclosure

Phone 248-3674

An EQUAL OPPORTUNITY EMPLOYER

4474

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8386
Date: March 20, 1981

TO: BENNY VAUGHAN
Accounting Control Supervisor

File No: 126-8212
(was 80-157)

FROM: EARL MERSHON
Program Engineer

SUBJECT: Order to Render Service
NE Portland Hwy. @ NE 138th Ave.
Traffic Signal
Multnomah County
126-8212

Attached is the original of our Order to Render Service. Multnomah County is supplying the funds with reimbursement by a local improvement district.

Agreement No. 7431 for this project was approved on March 12, 1981. The advance deposit was requeested by Ken Husby of Project Management on March 17, 1981. Rec'd LGIP 9-23-81

The state will let the contract in combination with the NE 99th - NE 162nd project on Sandy Blvd. This project should be added to the PMS Run.

ECM:js

Attachment

cc: D.E. Swan
L.E. George
E.L. Hardt
M.D. Payne
T.H. Schwab
T.A. Spence
C.H. Duval
E.J. Dunn
J.R. Rose
G.G. Kennen
K. Husby

Form E-189—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Multnomah County Division of Public Works

Order No. 1

2115 SE Morrison, Portland, OR 97214

Date March 17, 1981

By: Donald Clark

County Executive
(Official Capacity)

Prefix and account number to which work is to be charged 126-8212

Description and Location of Work To Be Performed or Materials To Be Furnished: State to perform all preliminary engineering necessary to prepare plans, specifications, and a cost estimate for the installation of a traffic signal at the intersection of NE Portland Hwy. (Sandy Blvd.) at NE 138th Ave.

Estimate of Quantities and Cost

Field Survey	(901)	$1,400
Final Design	(905)	800
Traffic	(911)	3,000
Utilities	(914)	200
Specifications	(921)	1,000
Admin. Svs.	(922)	100
TOTAL		$6,500

Basis of Payment:

- ☐ Monthly payments
- ☐ Single payment on completion of work
- ☒ Other basis as follows: Advance Deposit

Amount of advance deposit (if any) $ $6,500

Deposit received by Secretary on Not yet

Authority from Requisitionist:

- ☒ Agreement dated March 12, 1981 (no. 7431)
- ☐ Letter to ..... date .....
- ☐ Oral request to ..... date .....

Department Authority:

- ☐ Order of Highway Commission
- ☐ Order of State Highway Engineer
- ☒ Head of department issuing order

Field information submitted by ..... in letter dated .....

Expected date of completion of work or delivery of materials June 1982

Superintendent or engineer responsible for performance of work and submission of information for billing E.J. Dunn, Resident Engineer

Record of billing requests:

Number . . .			
Date			
Amount . . .			

Order prepared by Metro Branch Department

Signed ✕ Ted Spence

TED SPENCE
Plan & Program Manager

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F190

42144

March 18, 1961

Multnomah County Engineer
2115 S. E. Morrison
Portland, OR 97214

AGR 4

MISC. CONTRACTS and
AGREEMENTS No. 2431

Gentlemen:

Attached for your records is a fully executed copy of an agreement for the installation of traffic signals on the N. E. Portland Highway at N. E. 138th Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell.(conf. agree. att.)

9499

March 17, 1981

ACC

Mr. Oliver J. Domreis
County Engineer
Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Dear Mr. Domreis:

The preliminary engineering phase of the project, N.E. Portland Highway at 138th Avenue, will begin soon.

According to Agreement No. 7431 the County's preliminary engineering advance deposit is $6,300.00. Please send a check or irrevocable letter of credit in this amount to Highway Division Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf

bcc w/AD # 879: Jon Rose, Metro Federal Aid Engineer
V. E. Skoog - Please return completed AD # 879 when Advance Deposit is received.

Rec'd 9-23-81
$6500 LGIP per
Jan Peterson

94419

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan - Mainor Holmes

SUBJECT: Agreement - NE 138th @ Sandy Blvd

FROM: Jon Rose

DATE: 12/1/80

Multnomah County has asked that the State install a signal at a new intersection of NE 138th Ave on the North side of Sandy Blvd (NE Portland Hwy). An agreement will be needed, calling for the State to design the signal (at County expense) contract and supervise construction of the signal (at County expense) and maintain the completed facility within the State jurisdiction at State expense. Power would follow AOC policy. Roadway work, on County R/W, will be entirely County responsibility and roadway work within State jurisdiction will be done by County under permit by the DE. This differs slightly from the June 19, 1980 letter but this is Metro recommendation. Please call if there are questions.

Jon Rose
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO 4 AND HOLD UNTIL REPLY IS RECEIVED. LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

3

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH
5821 N.E. GLISAN, PORTLAND, OREGON 97213

TRA 7-6

July 17, 1980

Roy L. Bennett
Office Engineer, Multnomah County
2115 S.E. Morrison
Portland, Oregon 97214

Subject: 138th Avenue at Sandy Boulevard

I accept your offer to reimburse the state for the cost of the signal design on this project.

Your proposed project will add a new intersection to Sandy Boulevard that will serve a 141-acre industrial development area. Traffic generated by this industrial development would cause the traffic at this new intersection to meet the warrants for a traffic signal. Currently, there is no intersection and obviously no warrant for a signal at this location. I do not preceive how the installation of a traffic signal at a new intersection benefits the highway user.

I will have an agreement prepared and forwarded to you in the near future.

DON ADAMS
Project Development Manager

DA:ch
cc: E.L. Hardt
L.E. George

Encl: copy of July 8 letter

___ County Eng.
___ Eng. Sec.
___ ~~Prop. Coord.~~ Peters - Copy
___ Traffic - Copy
___ Neigh Imp.
___
___ Const. Eng. Copy
___ Comput
___ Arthur Copy
___ Eng. Plan Copy
___
BB Off. Eng. X - Copy X
___ Draft
___ Surv.
___ Supv. Clk.
___ File
___ Dir. Plan. Dev.
___
___ Des. Admin.
___
___ Opr. & Maint.
___ Accounting

Form 734-3122

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

July 8, 1980

D.R. Adams
Department of Transportation
5821 N.E. Glisan Street
Portland, Oregon 97213

Subject: N.E. 138th Avenue at Sandy Blvd. (TRA 7-6)

Dear Mr. Adams:

In response to your letter of June 26, 1980 we do in some instances require the developer to pay for the cost of traffic signals when the benefit is primarily for the development. In this case the county instituted this project to eliminate two ninty degree turns by providing a direct connection to Sandy Blvd. thereby making the railroad crossing and intersection with Sandy safer.

The State Region Engineer letter of September 12, 1979 indicated the signal was warrented and it would appear both the State and County will benefit from the installation of this traffic signal.

We are still of the opinion the State should design, prepare plans and specifications for the traffic signal at no cost to the county but in the event the state cannot justify this expense, the county will reimburse the state for the cost involved.

Sincerely,

Roy L. Bennett
Office Engineer

rlb/mb

cc:
Hill
Soderquist
Arthur
Peters

MA PDM PDE TSE SPC
ODOT - METRO
JUL 09 1980
AMS PPS PPC FILE T/A

AN EQUAL OPPORTUNITY EMPLOYER

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213
Telephone 238-8226

June 26, 1980

In Reply Refer to File No.

TRA 7-6

Oliver Domreis
Multnomah County Engineer
2115 S.E. Morrison Street
Portland, OR 97214

Attention: Roy L. Bennett

Subject: N.E. 138th Avenue at Sandy Boulevard

We have your letter, dated June 19, proposing a revision to the access from N.E. 138th Avenue to Sandy Boulevard and installation of a traffic signal at the new intersection. We will prepare an agreement along the general lines which you have suggested; but I am unable to commit state funds to design the traffic signal.

I can appreciate the county's request, since a large part of the cost will be born by the county; however, the motorists on the state highway do not always benefit from a signal installation. The industrial development and others along N.E. 138th Avenue have contributed most to the need and will be the principal beneficiaries. It is common practice, in similar situations, to have the property developers finance a solution to a problem which they have helped create. It seems reasonable to request developers along 138th to do the same.

Before we prepare an agreement, please let me know the county's feeling on this matter.

D. R. Adams
Project Development Manager

DRA:PE

___County Eng.
___Eng. Sec.
___Prog. Coord.
___Traffic
___Neigh Imp.
___
___Const. Eng.
___Comput
___
___Eng. Plan
___
Off. Eng. X
___Draft
___Surv.
___Supv. Clk.
___File
___Dir. Plan. Dev.
___
___Dev. Admin.
___
___Opr. & Maint.
___Accounting

MULTNOMAH COUNTY OREGON

ENGINEERING SERVICES
2115 S.E. MORRISON STREET
PORTLAND, OREGON 97214
(503) 248-3591

DONALD E. CLARK
COUNTY EXECUTIVE

June 19, 1980

Mr. Jon Rose
Federal Aid Coordinator
5821 N.E. Glisan Street
Portland, Oregon 97213

Re: N.E. 138th Avenue (Intersection of Sandy Blvd.)

Dear Mr. Rose:

Multnomah County has a project to extend N.E. 138th Avenue southerly from N.E. Prescott Court to Sandy Blvd. The P.U.C. by order No. 80-135 dated February 25, 1980 granted the county the right to construct this road at grade across the tracks of the Union Pacific Railroad. As a part of this project, we want to install traffic signals at the intersection of 138th and Sandy along with channelization for a left turn refuge for east bound traffic on Sandy and a right turn lane for westbound traffic. The road crossing of 136th Avenue and Railroad track will be closed in accordance with the P.U.C. order.

It would seem appropiate for the State and Multnomah County to enter into an agreement which we suggest would cover the following:

1. State granting County the right to connect 138th to Sandy Blvd.

2. State to design and prepare plans and specifications for traffic signal installation at Sandy Blvd. and 138th Avenue for insertion into County Contract.

3. State to accept ownership and maintenance of traffic signal upon completion.

4. State to accept maintenance of widening of Sandy Blvd. upon completion.

5. County to design, prepare plans and specifications for widening of Sandy Blvd. for channelization of eastbound traffic left turn refuge and westbound traffic right turn lane. Plans subject to approval of State prior to contract.

6. County to design, prepare plans and specifications for 138th Avenue Construction.

AN EQUAL OPPORTUNITY EMPLOYER

7. County to enter into a contract and pay all for construction on 138th Avenue, Sandy Blvd., Traffic signal, and railroad crossing in accordance with P.U.C. ORDER and agreement with railroad.

I may not have covered all items that should be in the agreement, but I think the basic concept is there. It does appear to us since the County is assuming the total cost of the traffic signal and Sandy Blvd. widening, the state could perform the engineering in connection with the traffic signal design at no cost to the County.

We are anxious to proceed with this project for contracting in January 1981 which should be ample time to complete the design. Please let us know if this schedule meets with your approval.

If you have any questions please call me. We are enclosing a copy of our proposed improvement of 138th Avenue for your information.

Yours Very Truly,

Oliver J. Domreis
County Engineer

Roy L Bennett

Roy L. Bennett
Office Engineer

enc.

rlb.mb

1982 N. Fork Ash Crk. Br. Sec. 9500
Hoffman Rd. approx. 1/2 mi. north
of Monmouth. (Structure)

CIA 7520 7-20-81, 5-25-82

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9500

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Polk	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
March 22, 1984	C.O.Fredrickson, Construction Engineer		RS-A559(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
October 5, 1982	March 22, 1983	93 %	98 CD
APPROVED EXTENSIONS	**LOCATION** N. Fork Ash Creek Bridge Section of Hoffman Road approximately 1/2 mile north of Monmouth.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
APR 9 '84
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NUED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Construction of Bridge No. 10338A over the North Fork of Ash Creek. Length: 54 feet. Roadway Width: 31.6 feet.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Steve Pyles General Contractor, Inc.

3. Contract Amount: $48,851.40

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) _____

Title Acting Construction Engineer

A final inspection of the completed project was made 10/22/82.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE	
Initialed Signed By W. H. KAPPUS W. H. Kappus Area Engineer		Initialed Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer	3/27/84	Field Operations Engineer	3/27/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9500

May 12, 1983

Reliance Insurance Co.
700 N. E. Multnomah
Portland, OR 97232

CON 5
#9500

Gentlemen:

On March 24, 1983, we wrote to you concerning release of final payment on Contract No. 9500 awarded to Steve Pyles General Contractor, Inc. for work on the N. Fork Ash Creek (Hoffman Rd.) Bridge in Polk County.

Final payment on this contract is $997.20. The total contract amount is $48,145.49 and no work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Steve Pyles General Contractor, Inc.
P.O. Box 3041
Salem, OR 97302

Emery & Karrigan, Inc.
One S.W. Columbia, Suite 520
Portland, OR 97258

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

9500

B

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. Fork Ash Cr.(Hoffman Rd.) Bridge		WEEK ENDING: December 4, 1982
		SECTION PREFIX: 527-1006
HIGHWAY: FAS A559 (Hoffman Rd.)		COUNTY: Polk
NAME OF JOB: N. Fork Ash Cr. (Hoffman Rd.) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Steve Pyles General Contractors, Inc.	CONTRACT NUMBER: 9500	FEDERAL AID PROJECT NUMBER: RS-A559(2)
DATE OF CONTRACT: June 17, 1982	DATE WORK STARTED: 7/12/82	ESTIMATED COMPLETION DATE: October 12, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 105	CALENDAR DAYS USED 98
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93%
PROJECT AUTHORIZATION: $ 56,507.35		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 51,572.21	ENGINEERING AUTHORIZATION $ 4,935.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 48,800.78	ENGINEERING COST TO DATE $ 4,708.74	DATE PROJECT WAS COMPLETED: October 5, 1982
ESTIMATED PERCENT: OVERRUN / UNDERRUN 5 %	PERCENT OF AUTHORIZATION 83 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	10338A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Cloudy, Rain			
MONDAY 29	Cloudy, Rain			
TUESDAY 30	CLoudy, Rain			
WEDNESDAY 1	Cloudy, Rain			
THURSDAY 2	Cloudy, Rain			
FRIDAY 3	Cloudy, Rain			
SATURDAY 4				

RECEIVED
DEC 6 1982
CONSTRUCTION SECTION

CE K CM
CAE LA
M LS
QCS TC
SCS FE
EEO CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

Work by contractor complete. Semi-final completion date estimated to be December 10, 1982.

SIGNED J. K. Valentine for Art Gottfried LOCATION Salem

9520

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 7-189	FEDERAL-AID PROJECT AGREEMENT 7/14/82	Oregon
		County Polk
		Project No. RS-A559(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Fork Ash Cr. (Hoffman Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-19-82	0.010
OTHER *(Specify)*		

FUNDS PRO RATA 88.18%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 56,507.00	$ 49,827.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 15, 1982

Federal-Aid Project
No. RS-A559(2)

N. Fork Ash Cr. (Hoffman Rd.) Bridge
Hoffman, Polk County Road

PROJECT AGREEMENT ESTIMATE

Type Code Y080
Structure, Bridge No. 10338A (Sta. 32+15.5 to Sta. 32+69.5)

Mobilization		All Required	$ 3,600.00
Temporary Protection and Direction of Traffic		All Required	90.00
Structure Excavation	50 Cu. Yd.	14.00	700.00
Furnish Pile Driving Equipment		All Required	3,300.00
Furnish Prestressed Concrete Piling	240 Lin. Ft.	12.00	2,880.00
Drive Prestressed Concrete Piles	240 Lin. Ft.	9.66	2,318.40
Structural Concrete, Class 3300 (19 C.Y.)		All Required	3,241.00
4'x50'/55' Prestressed Slabs	8 Each	2,750.00	22,000.00
Reinforcement (2,700 lbs.)		All Required	3,027.00
Metal Rail with Tubing	125 Lin. Ft.	35.16	4,395.00
Guard Rail in Stockpile		All Required	3,300.00
			$48,851.40

Anticipated Items

Seed and Mulch Div. of State Lands Area	All Required	$ 500.00
		$ 500.00
	SUBTOTAL	$49,351.40
	Engineering	7,155.60
	TOTAL	$56,507.00

Length of Structure --------- 0.010 mi.

Federal Funds 88.18%---------	$49,827.00
State Funds ----------	3,340.00
County Funds ----------	3,340.00
TOTAL	$56,507.00

Group 1	100%
Contract No.	9500
Prefix:	527-1979
Prefix:	527-1006

7520

May 25, 1982

Polk County Board of Commissioners
12 Courthouse
Dallas, OR 97338

AGR 4-2

Attention: Violet Siddall Starks
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7520

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement for construction of the North Fork Ash Creek (Hoffman Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

cc C. Ralph Blanchard (xerox agree. att.)
Polk County Surveyor & Assistant Roadmaster
County Courthouse, Room 206
Dallas, OR 97338

9520 5-19 82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A559(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20005

2A. COUNTY NAME: Polk

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Info
Inves
R/D
D/R
Sign
Act
File
FOR
REFER TO
MAY 20 1982
RECEIVED STATE HWY ENGR

7. DATE AUTHORIZATION EFFECTIVE: 5-19-82

8. FEDERAL ROUTE NUMBER: Secondary A559

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

N. Fork - Ash Creek (Hoffman Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

One structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of May 12, 1982 and May 18, 1982, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $76,000 Federal funds $67,010 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5-13-82 that provisions of FHPM 7-5-1 have been complied with.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16 TITLE
5-19-82	A K Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4500

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

May 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 20005
Project No. RS-A559(2)
N. Fork-Ash Cr. (Hoffman Rd.) Bridge Section
Polk County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 24, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $76,000 with an obligation of $67,010 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:bkc
Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson w/att.
General Files

Form 734-3122

.7500

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Trout
Final Project Development Coordinator

DATE: April 2, 1982

DES 23
10338A

FROM: John M. Tindall
John M. Tindall
Principal Structural Design Engineer

SUBJECT: N. Fork Ash Creek (Hoffman Road)
N. Fork Ash Creek (Hoffman Road) Bridge Section
FAS A559
Polk County
BR 10338A

Attached are 26 reduced prints of Drawings 36804 and 36388 which are the preliminary plan and elevation and vicinity maps for the subject structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

	Yes	No	Quantity
Riprap		X	
Channel Change		X	
Fill in Waterway		X	Str Exc 50 cu.yds.
Excavation in Waterway		X	

JMT:jrb

Attachments

Versteeg
Anderson
Adams
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 5 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Contains Recycled Materials
81-125-1387

SP*75683-125

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: F I L E S

DATE: March 5, 1982

FROM: David W. Bryson
Assistant Hydraulics Engineer

SUBJECT: North Fork Ash Creek Bridge
Hoffman Road
Polk County

Versteeg
Anderson
Odom
Dix
Sullivan
Tiepin
Trouv
Wolcott
RECEIVED
MAR 5 1982
ROAD DESIGN SECTION

The proposed project will replace an existing three-span, 53-foot-long timber structure. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

North Fork Ash Creek is a west-east tributary of the Willamette River and drains an area of approximately 12.5 square miles above the bridge site. Since there was no stream gage data available for this creek, the recurrence interval vs. peak discharge relationship listed below was determined using the regression equations contained in the U. S. Geological Survey report entitled "Magnitude and Frequency of Floods in Western Oregon."

Recurrence Interval	Peak Discharge
500-year	2,520 cfs
100-year	1,925 cfs
50-year	1,675 cfs
25-year	1,435 cfs
10-year	1,135 cfs
5-year	915 cfs

Bob Henson, Polk County Bridge Superintendent, and Dick Moffitt, Highway Maintenance Supervisor, were contacted concerning highwater and flooding in the area. Apparently during extreme runoffs, water overtops about 400 feet of highway 99W to a depth of four-to-five-inches just north of the junction of Hoffman Road and Highway 99W. This overflow then flows parallel to the upstream side of Hoffman Road and rejoins the main channel immediately upstream of the bridge site. When the flows merge, the water surface surges. During the December 1964 flood, the floodwaters surged to the top of the deck on the upstream side of the bridge (elev. 178.5± ft.) with the water surface on the downstream side at the bottom of the beams (elev. 176.3± ft.). Since the elevation of Hoffman Road drops below elevation 178.5 feet east of the bridge site and has not been overtopped, it was concluded that the surging of the water surface just occurs locally at the bridge site.

HYDRAULIC DESIGN

The 25-year flood of 1,435 cfs with an estimated highwater elevation of 175.5 feet (MSL) was chosen as the design flood. During the 100-year flood of 1,925 cfs, the highwater elevation is estimated to be 176.8 feet (MSL). The above elevations are considered "natural" highwater elevations since they were determined without a structure or highway embankment constricting the floodplain. These elevations are the base elevations used to determine the amount of backwater created by the structures analyzed.

The existing structure provides a gross waterway area of 265± square feet normal to the stream. The bottom of the beams are at elevation 176.3 feet (MSL). It is estimated that this structure creates 0.2 feet and 1.2 feet during the 25-year and 100-year floods, respectively, with the 100-year flood conveyed as pressure flow. The roadway overtopping flood is estimated to have a 100-year recurrence interval.

A single-span, vertical abutment-supported structure which provides a 52-foot-long, clear-span (same as existing structure), was analyzed and found to be a slight improvement over the existing structure. Since there are no piers in the water, this structure provides a gross waterway area of approximately 285 square feet which is slightly larger than the existing waterway area. During the 25-year flood, it is estimated this structure creates a negligible amount of backwater. During the 100-year flood, which will be conveyed as pressure flow, the structure will create approximately 1.1 feet of backwater. It was assumed the bottom of beam elevation of this structure would be elevation 176.3 feet (MSL) which is the same as the existing structure. As with the existing structure, the roadway overtopping flood is estimated to have a 100-year recurrence interval.

RIPRAP

It is suggested that the toe of the abutments and wing walls be protected with Class 100 loose riprap. No filter blanket will be required.

DWB:ge
Attachment

cc Frank Terpin w/attachment
Walt Hart "
Jack Davis "
Don Adams "
C. O. Fredrickson "
Don Harwell "
H. Schell, FHWA "

RECEIVED
1982
ROAD DESIGN
SECTION

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	ROADWAY OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m^3/s	1,435	1,925	1,925	
Frequency – yrs.	25	100	100	
H.W. Elevation ft. / Natural Channel m.	175.5	176.8	177.9**	
H.W. Elevation ft. / Channel Change m.	—	—	—	
Average Velocity fps / mps	5.8±	6.8±	6.8±	
Headwater Elevation ft. / m.	—	—	—	
Tailwater Elevation ft. / m.	—	—	—	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: **includes backwater created by the structure

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

North Fork Ash Creek Bridge
Hoffman Road
Polk County

COMPILED BY:	DATE:
Dave Bryson	March 5, 1982

10-29-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: RS-A559(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20005

2A. COUNTY NAME: Polk

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/29/81

8. FEDERAL ROUTE NUMBER: Secondary A559

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

North Fork Ash Creek (Hoffman Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $16,700 F.F $14,726
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/6/81.

RECEIVED
STATE HWY ENGR
NOV 3 '81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/29/81	G. K. Hoesmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1500

Polk Co

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1-1-1

1 - IDENTIFICATION

PROJECT NAME: N. Fork Ash Creek (Hoffman Rd.) Bridge #53C11

HIGHWAY NAME: Hoffman Road

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	3	Polk	

LENGTH: 70 ft. MILEPOST NUMBER: 1.03 TO

[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER FASC

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [ ] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

New bridge to replace an old timber structure. County will perform grading and surfacing work on approaches. County will remove existing bridge prior to contract work. The site will be closed during construction.

1 Verstoeg ✓
Anderson
2 Christensen
3 O'Brien
Sullivan
Terpin
Trout
4 Wolleatig

RECEIVED
1981
ROAD DESIGN SECTION

Do Not File
Return To
By
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1979 - 1500	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
45	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 9/2/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 (12')	2 (12')
SHOULDERS	2 (6')	2 (4')
MEDIANS	none	--
PARKING LANES	none	--
SIDEWALKS	none	--
BIKEWAYS	none	4' shoulders on bridge
INTERCHANGES	none	--
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream N.Fk. Ash Cr.	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	NO	MAYBE
Agreements (City-County Etc.)	X	
Environmental Assessment		X
Statewide Assessment	X	
Negative Declaration		X
Environmental Impact Statement		X
4-F Statement		X
Citizen Advisory Committee		X
Public Hearing _____		X
Borrow Source		X
Material Source		X
Utilities	X	

Type telephone on structure

	YES	NO	MAYBE
Hydraulics Study	X		
Soils Investigation		X	
Airport Clearance		X	
Economic Analysis		X	
Requires Field Survey		X	
Old Survey Available	X		
Requires Vicinity Map		X	
Requires Photogrammetry		X	
Requires Reconnaissance Survey		X	
Reconnaissance Available		X	
Design Review	X		

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		X	
RIGHT-OF-WAY	N/A		
CONSTRUCTION ENGINEERING		X	

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY		N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT		N/A
CORRIDOR APPROVAL		N/A
FIELD SURVEY (see county map)		done
PRELIMINARY DESIGN		N/A
DESIGN APPROVAL/FINAL EIS		N/A
RIGHT-OF-WAY DESCRIPTIONS	0	N/A
RIGHT-OF-WAY ACQUISITION	0	N/A
P.S. & E. DOCUMENTS		3

RECOMMENDED CONSTRUCTION DATE: 1981 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Not applicable		

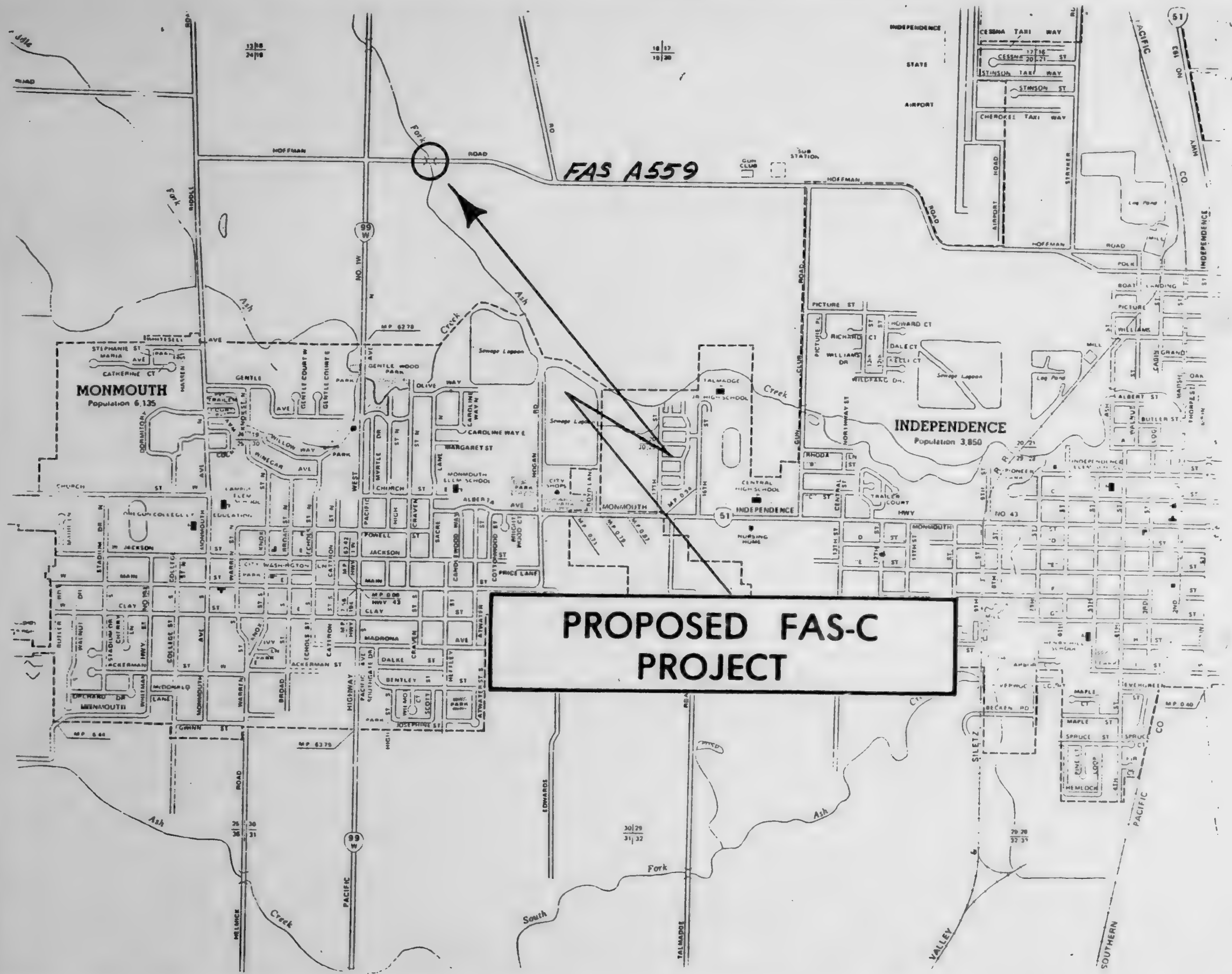
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	None	15.700
RIGHT OF WAY		
TRAFFIC CONTROL		600
ILLUMINATION		
STRUCTURES 68' x 32'		85.000
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES		35.000
PROJECT TOTAL	170,000	* 136.300

SUBMITTED BY _____


FAS A559
PROPOSED FAS-C
PROJECT
MONMOUTH
Population 6,135
INDEPENDENCE
Population 3,850
INDEPENDENCE STATE AIRPORT
CESSNA TAXI WAY
STINSON TAXI WAY
CHEROKEE TAXI WAY
STINSON ST
AIRPORT ROAD
STARKER
HOFFMAN ROAD
PACIFIC HWY
INDEPENDENCE
PICTURE ST
HOWARD CT
DALE CT
KELLI CT
WILLIAMS DR
WILDPARK DR.
Sewage Lagoon
Log Pond
BOAT LANDING
MILL
GRAND
ALBERT ST
BUTLER ST
PIONEER
MAPLE
SPRUCE ST
EVERGREEN
HEMLOCK
PINE LOOP
BECKEN RD
SILETZ
Ash Creek
Fork
South
Creek
Ash
Ash
Ash
Creek
Fork
South
Creek
Valley
Southern
Pacific
Pacific
Highway
Talmadge High School
Central High School
Monmouth Elem School
Oregon College of Education
City Shops
Nursing Home
Trailer Court
Gun Club
Sub Station
Gentle Wood Park
Ackerman Park
Orchard Dr
Monmouth
Hoffman Road
Ackerman St
Josephine St
Bentley St
Dalke St
Madrona Ave
Olive Way
Margaret St
Caroline Wayne
Gentle Court W
Gentle Crimmie
Stephanie St
Maria Ave
Catherine Ct
Dominica Ave
Rhoda Ln
Pioneer
Edwards
Talmadge
Becken Rd
Maple
Spruce St
Hemlock
Pine Loop
Mp 6278
Mp 6379
Mp 6544
Mp 0.08
Mp 0.32
Mp 0.52
Mp 0.72
Mp 0.92
Mp 0.40
Hwy 43
No 1W
No 43
99 W
51
13|18 24|19
16|17 21|20
30|29 31|32
25 30 36 31
70 71 75 72
70 71 77 78
70 70 77 75

July 20, 1981

Board of County Commissioners
Polk County
Courthouse
12 Courthouse
Dallas, OR 97338

Attention: Violet Siddall Starks
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7520

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the North Fork Ash Creek (Hoffman Road) Bridge Section of FAS-A559.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

ACC

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 8, 1981

FROM: for D. E. Swan
Operation Programming Engineer

SUBJECT: FAS-C Project
N. Fork Ash Creek (Hoffman Road) Br. Section
FAS-A559
Polk County
P.E. Only

Polk County is requesting a P.E. project to replace the subject bridge. The new structure is to be approximately 68-feet long and a roadway 32-feet wide. No additional R/W. Engineering by State.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Polk County	N. Fork Ash Creek (Hoffman Rd.) Br., FAS-A559	$5,000	$4,400	$300	$300

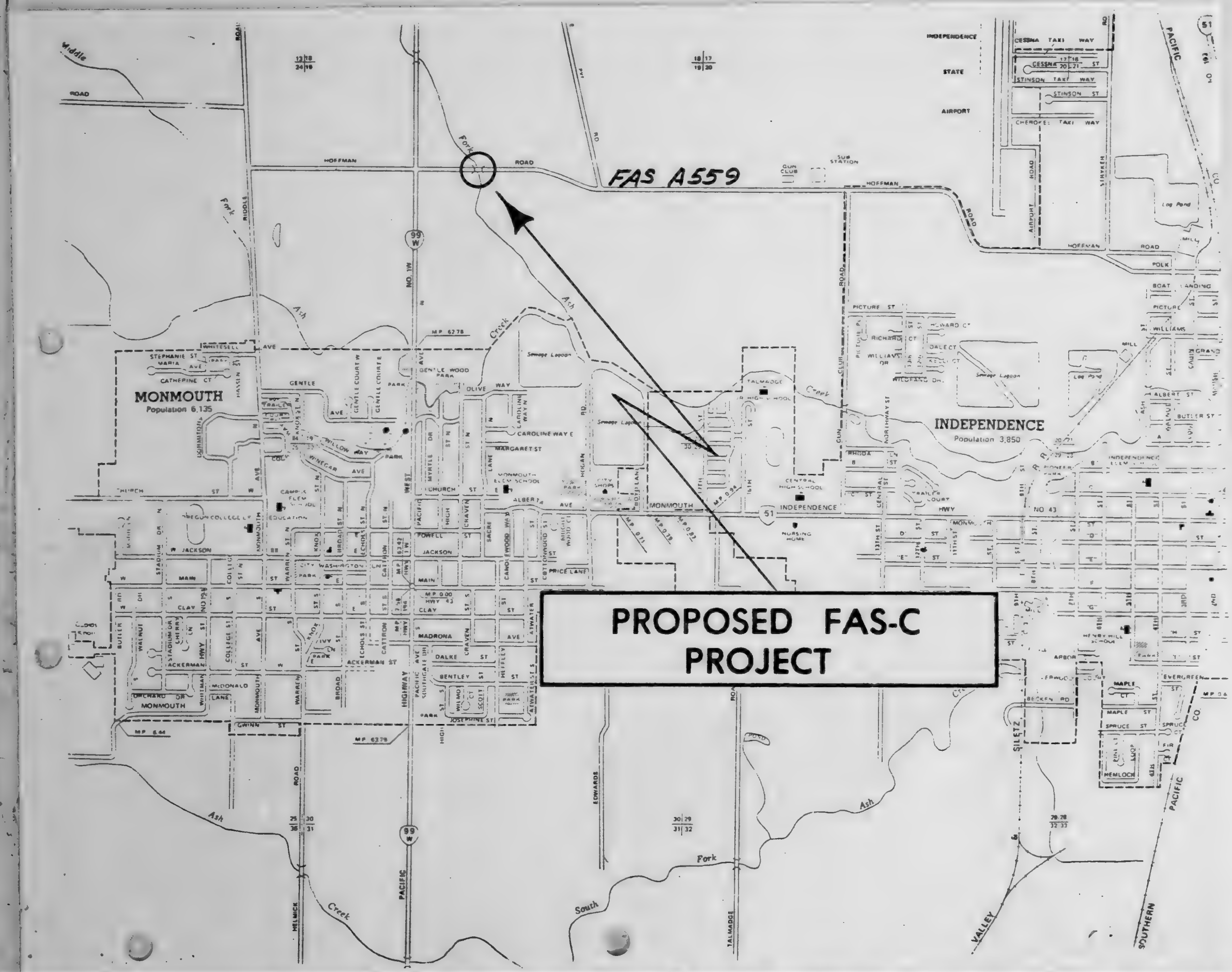
The Region and this office have investigated the proposed project, confirming its validity and financing under the FAS-C Program. I recommend your approval and request your authorization of this project under delegated authority.

APPROVED
H. S. Coulter
State Highway Engineer

Date 6-9-81

HR:pf
Attachment

Contains Recycled Materials
81-125-1387


FAS A559
PROPOSED FAS-C PROJECT
MONMOUTH
Population 6,135
INDEPENDENCE
Population 3,850
INDEPENDENCE STATE AIRPORT
Middle ROAD
HOFFMAN ROAD
Ash Creek
Fork
South
Ash
Creek
MP 6278
MP 6379
MP 6.44
MP 0.00
HWY 43
MP 0.98
MP 0.91
MP 0.79
MP 0.87
NO. 1W
99 W
51
NO 43
PACIFIC HIGHWAY
SUB STATION
GUN CLUB
NURSING HOME
CESSNA TAXI WAY
STINSON TAXI WAY
CHEROKEE TAXI WAY
STINSON ST
AIRPORT ROAD
Log Pond
Sewage Lagoon
BOAT LANDING
PICTURE ST
WILLIAMS ST
ALBERT ST
BUTLER ST
MILL ST
POLK
GRAND
ASH
MAPLE ST
SPRUCE ST
EVERGREEN
ARBOR
MEMLOCH
SILETZ
BECKEN RD
MONMOUTH ELEM SCHOOL
INDEPENDENCE ELEM
CENTRAL HIGH SCHOOL
TALMADGE HIGH SCHOOL
OREGON COLLEGE OF EDUCATION
CAMPUS ELEM SCHOOL
GENTLE WOOD PARK
WHITESELL AVE
GENTLE
OLIVE WAY
CAROLINE WAY E
MARGARET ST
WILLOW WAY
WINEGAR AVE
CHURCH ST
W JACKSON
JACKSON
MAIN
CLAY
ACKERMAN ST
ALBERTA AVE
POWELL
PRICE LANE
DALKE ST
BENTLEY ST
MADRONA
GWINN ST
ORCHARD DR
MONMOUTH
HIGHWAY
EDWARDS
MELNICK ROAD
VALLEY
SOUTHERN PACIFIC
PACIFIC
CO
13/18
24/19
18/17
19/20
30/29
31/32
29/28
32/33
25/30
36/31

1500 Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

IE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project RS-A559(-)
Project Classification
Ash Creek Bridge, Hoffman Road
Polk County

Date: April 2, 1981

From: Dale E. Wilken, Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

The subject project category request submitted with your March 18, 1981 letter has been reviewed.

We concur with your finding that the proposed project should be classified as Category II, Categorical Exclusion.

The proposed standards, design, and other specific details contained in the project category request will be subject to future reviews at the appropriate stage during project development.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer
Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Reg II, Env)

RECEIVED
TECHNICAL SERVICES
APR 6 '81
REFER TO
FOR
Info | Inves. | H/D | D/R | Sign | Act | File

1982 McKay Ck. (Sumac) Br. on 9501 McKay Ck. Rd. (Grading, Surf., Structure)

CLA 6857
6983

12-22-78
4-20-79, 5/14/81

9501

OREGON STATE HIGHWAY DIVISI

ITEMIZED STATEMENT OF FINAL COSTS — DATE June 15, 1984

COUNTY: Umatilla — AGREEMENT NO: 6983 — PROJECT NO: P.E. SOS-BROS-3000(3) BROS-3000(5)

CONTRACT NO: 9501 — SECTION: McKay Cr. (Patt) Br. P2 McKay Cr. (Sumac) Br. P1

Preliminary Engineering Prefix 230-1952 (P1)

	Participating	Non Participating
Resident Engineer	$ 1,620.19	$ 3.39
Final Design	4,389.32	4.50
Preliminary Design	36.00	
Region Utility Liaison	173.20	
Location	3,086.93	
Specifications ($1,914.55 No Cost to County)	2,414.55	10.34
Administrative Services	196.25	
Environmental Section	763.52	
Structural Foundations	6,259.19	4.10
Bridge Design (No Cost to County)	4,683.61	
Right-of-Way Liaison	45.68	
Project Management	656.01	
P.E. Cost (P1)	$ 24,324.45	$22.33
Less Free Bridge Design & Specs	(6,598.16)	
TOTAL P.E. COST TO COUNTY (P1)	$ 17,726.29	$22.33

*Preliminary Engineering Prefix 230-1952 (P2)

Resident Engineer	$ 10,626.92	
Specification (No Cost to County)	476.45	
Structural Foundation	5.10	
Bridge Design (No Cost to County)	5,214.79	
Right-of-Way Liaison	31.58	
P.E. Cost (P2)	$ 16,354.84	$ -0-
Less Free Bridge Design & Specs	(5,691.24)	
TOTAL P.E. COST TO COUNTY (P2)	$ 10,663.60	$ -0-

Construction Prefix 230-1081

Work Performed by Contractor	$ 94,700.73	
Interest on Final Payment		$95.29
Resident Engineer	8,676.86	
Project Management	34.15	
Materials Lab	2,729.78	
Technical Service	626.66	
Construction Branch	320.97	
Region Engineer Office	145.75	
TOTAL CONSTRUCTION COST (P1)	$ 107,234.90	$95.29

SUMMARY

Total Participating P.E. Cost (P1)			$ 17,726.29
Total Participating P.E. Cost (P2)			10,663.60
Total Participating Const. Cost (P1)			107,234.90
TOTAL PARTICIPATING COST			$ 135,624.79
Less Federal Funds			
SOS P.E. (P1)	88.15%	$15,625.72	
BROS P.E. (P2)	80.00%	8,530.88	
BROS Const. (P1)	80.00%	85,787.92	$(109,944.52)
Subtotal			25,680.27
Plus Nonparticipating Cost			117.62
Less Counties Advance Deposits			
P.E. 12-21-78		$ 3,558.00	
Const. 5-19-82		16,300.00	
Const. 7-19-82		6,330.00	$ (26,188.00)
REFUND DUE COUNTY			$ 390.11

* P.E. Final Statement for McKay Cr. (Patt) Br.

MKS/cm

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9501

RECEIVED
STATE HWY ENGR
APR 23 '84
REFER TO
Fredrickson
FOR

Info | Init. & Date | R/D | D/R | Design | Act | File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Umatilla	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
March 6, 1984	C.O.Fredrickson, Const. Engineer	BROS-3000(5)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
October 4, 1982	February 1, 1983	92 %	97 CD

APPROVED EXTENSIONS

LOCATION McKay Cr. (Sumac) Br. Section on McKay Cr. Rd. approximately 9.5 miles east & north of Pilot Rock.

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
W. E. SCHWARTZ

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base and aggregate wearing course.

   B. Construction of Bridge No. 10624A over McKay Creek. Length: 62 feet. Roadway Width: 27-1/2 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Weaver Construction Company

3. Contract Amount: $ 98,820.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

Final insepction was made 9/22/83.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 4/13/84	TITLE Field Operations Engineer	DATE 4/20/84

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9501

D

February 16, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9501

Gentlemen or Ladies:

On February 3, 1983, we wrote to you concerning release of final payment on Contract No. 9501 awarded to Weaver Construction Co., for work on the McKay Creek (Sumac) Bridge in Umatilla County.

Final payment on this contract is $2,415.10 and the total contract amount is $94,700.73. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Weaver Construction Co.
P. O. Box 588
Union, OR 97883

United Pacific Insurance Co.
P. O. Box 7427
Boise, ID 83707

bc: C. T. Keasey
Walt Hart
Robert Hector

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

10/26/82 ... 95
CANCELLED

SEE INSTRUCTIONS ON REVERSE

KEY ID# 168 503

REGION

SECTION
Sumac Bridge-Platt Bridge
County Roads

SURVEY AUTHORITY

AUTHORIZATION NO. 2 | PREFIX 230-1952 | DATE 10-11-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 12,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		3,100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		500	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		650	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,300	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		7,000			
914 REGION UTIL-ITY LIAISON		250	932 RAILROAD & UTILITIES					
						TOTALS	$34,900	$ 34,900
						PREVIOUS AUTHORIZATION		$ 29,750
						ADD. AUTH. REQUIRED		$ 5,150

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
SOS-BROS-3000(3) 6-21-82

LOCATION ENGINEER'S REMARKS

Some work performed under prefix 230-1451 (free bridge design) which was cancelled 3-25-80. ($31.00)

Hal Reynolds ... for Sumac & Platt ...
SOE funded at 87%

Balanced out.

PREPARED BY: Phillip V. Lewellyn	DATE: 10-11-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS: X [signature]	DATE: 10/18/82
RECOMMENDED, REGION ENGINEER: X	DATE:	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES: X [signature]	DATE: 10-15-82
RECOMMENDED, LOCATION ENGINEER: X Frank E. Pepin	DATE: 10/14/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

No. 12 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: McKay Cr.(Sumac) Br	WEEK ENDING: Oct. 9, 1982
		SECTION PREFIX: 230-1081
	HIGHWAY: McKay Cr. Road	COUNTY: Umatilla
NAME OF JOB: McKay Creek (Sumac) Bridge	KIND OF WORK: Structure	
CONTRACTOR: Weaver Construction Co.	CONTRACT NUMBER: 9501	FEDERAL AID PROJECT NUMBER: BROS-3000(5)
DATE OF CONTRACT: June 15, 1982	DATE WORK STARTED: July 19, 1982	ESTIMATED COMPLETION DATE: Oct. 4, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 105	CALENDAR DAYS USED 97
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 92%
PROJECT AUTHORIZATION: $113,148.90		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $103,266.90	ENGINEERING AUTHORIZATION $9,882.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $95,884.63	ENGINEERING COST TO DATE $7,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 7 %	PERCENT OF AUTHORIZATION 79 %	DATE PROJECT WAS COMPLETED: Oct. 4, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1062A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3		1		
MONDAY 4	Rain	1		Project completed this date - 2nd notification
TUESDAY 5		0		
WEDNESDAY 6		0		
THURSDAY 7		0		
FRIDAY 8		0		
SATURDAY 9		0		

K

RECEIVED
OCT 11 1982
CONSTRUCTION SECTION

CE ___ CM ___
CAE ___ CA ___
FOE ___ IC ___
OE ___ TC ___
SCE ___ FE ___
SEO ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	No Activity
MONDAY 4	Contractor cleaned up project. 2nd notification this date.
TUESDAY 5	No Activity
WEDNESDAY 6	No Activity
THURSDAY 7	No Activity
FRIDAY 8	No Activity
SATURDAY 9	No Activity

REMARKS

Contractor cleaned up project.

Second notification submitted for October 4, 1982.

SIGNED Thomas A. Penner LOCATION Pendleton

T. A. Penner, Ass't Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1-D1

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NO. 7-192	**FEDERAL-AID PROJECT AGREEMENT**	County: Umatilla
	7/14/82	Project No.: BROS-3000(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

McKay Creek (Sumac) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-19-82	0.102
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 113,148.00	$ 90,518.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Program Management Engineer
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 14 '82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon June 16, 1982

Federal-Aid Project
No. BROS-3000(5)

McKay Creek (Sumac) Bridge Section
McKay Creek Road in Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure -- McKay Creek (Sumac) Br. (Sta. 2+00 to Sta. 7+40)

Mobilization		All Required	$ 5,000.00
Embankment in Place	160 Cu. Yd.	10.00	1,600.00
Coarse Aggregate Base	1,360 Ton	6.00	8,160.00
3/4"-0 Aggregate Base	350 Ton	15.00	5,250.00
Class "B" or Class "C" Asphalt Concrete	40 Ton	70.00	2,800.00
Guard Rail, Type 2A	75 Lin. Ft.	20.00	1,500.00
Guard Rail, Type 3	100 Lin. Ft.	30.00	3,000.00
Guard Rail Anchors, Type 1	3 Each	400.00	1,200.00
Rail End Pieces, Type C	4 Each	100.00	400.00
Loose Riprap, Class 100	40 Cu. Yd.	20.00	800.00
Bridge Removal Work		All Required	7,000.00
Shoring, Cribbing, Etc.		All Required	3,000.00
Structure Excavation	230 Cu. Yd.	8.00	1,840.00
Structure Excavation Below Elevations Shown	25 Cu. Yd.	10.00	250.00
Structural Concrete, Class 3300 (66 C.Y.)		All Required	15,000.00
4'x60'/65' Prestressed Slabs	7 Each	4,500.00	31,500.00
Reinforcement (12,000 lbs.)		All Required	5,000.00
Metal Rail with Tubing	138 Lin. Ft.	40.00	5,520.00
		SUBTOTAL	$ 98,820.00
		Engineering	14,328.00
		TOTAL	$ 113,148.00

Length of Project Approaches ---------- 0.089 mi.
Length of Projec Str. ---------- 0.013 mi.
TOTAL LENGTH 0.102 mi.

Federal Funds 80%----------$ 90,518
County Funds ---------- 22,630
TOTAL $113,148

Group 1 100%
Contract No. 9501
Prefix: 230-1952 (P.E.)
Prefix: 230-1081

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT	P1			24,945.88
		TOT	N1			4.53
		** JOB TOTALS **		**	**	24,950.41 **
SUMAC BR-PLATT BR	CONT NO	FA PROJ NOS SOS 000003 100 BROS000003				STATE
	230 1952	296	00 N 9		202.04CR	24,100.00CR
	230 1952	297	00 N 9			2,658.00
	230 1952	298	00 N 9		202.04	21,442.00
	230 1952	901	00 P 1	9.69CR	224.83	11,843.74
	230 1952	901	00 N 1			3.39
	230 1952	905	00 P 1	40.88CR	1,690.05	2,447.27
	230 1952	914	00 P 1	.91CR	25.60	173.20
	230 1952	918	00 P 1			3,086.93
	230 1952	920	00 P 1	22.97CR	532.87	546.27
	230 1952	921	00 P 1	496.44	1,019.24	1,019.24
	230 1952	922	00 P 1	2.86CR	116.86	116.86
	230 1952	923	00 P 1	.72CR	16.52	659.08
	230 1952	926	00 P 1			6,259.19
	230 1952	926	00 N 1			4.10
	230 1952	927	00 P 1	206.02	5,139.90	7,550.18
	230 1952	932	00 P 1	20.26		20.26
		TOT	P1	644.69	8,786.13	33,722.22
		TOT	N1			7.49
		** JOB TOTALS **		644.69 **	8,786.13 **	33,729.71 **
POUR LN RD @ HWY #737	CONT NO	FA PROJ NOS SOS 000004 100				STATE
	230 1953	296	00 N 9	400.00CR	398.19CR	3,578.09CR
	230 1953	297	00 N 9	400.00	400.00	400.00
	230 1953	298	00 N 9		1.81CR	3,178.09
	230 1953	901	00 P 1			3,593.97
	230 1953	920	00 P 1			13.40
		TOT	P1			3,607.37
		** JOB TOTALS **		**	**	3,607.37 **
UMATILLA CO PVMT MRK PRO 2	CONT NO	FA PROJ NOS PMS 00S087 100				STATE
	230 1965	296	00 N 9		137.73CR	137.73CR
	230 1965	298	00 N 9		137.73	137.73
	230 1965	905	00 P 1	3.27CR	131.76	131.76
	230 1965	927	00 P 1			2.70
		TOT	P1	3.27CR	131.76	134.46
		** JOB TOTALS **		3.27CR**	131.76 **	134.46 **
GRANDE RONDE RIV BR, RD 28	CONT NO	* FA PROJ NOS SOS 100002 100				STATE
	231 1937	296	00 N 9		1,178.74CR	8 244.40CR
	231 1937	297	00 N 9		1,178.74	1,178.74

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-21-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-3000(3)		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Umatilla
	5. ITEM NO. 90035	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/21/82	Non Federal aid	County Road

10. GENERAL LOCATION:

Sumac Bridge - Platt Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See below

13. REMARKS

As requested in Mr. Swan's letter of 6/8/82 I approve the program change as follows:

1) Project Number: Change to read: SOS-BROS-3000(3)
2) Appn. Code: Add "117".

Also, as requested in Mr. Swan's letter of 6/8/82 I approve the revised Preliminary Engineering Costs to a TEC of $34,900 Federal Funds $29,362.

(Increase TEC $9,900 Federal Funds $7,920 Appn Code 117)

RECEIVED
STATE HWY ENGR
JUN 24 '82
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/21/82	G. K. Hoosner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9501

June 10, 1982

ACC

Carlos VanElsberg
Director of Public Works
Umatilla County
3920 Westgate
Pendleton, Oregon 97801

Dear Carlos:

On June 10, 1982 we received a satisfactory bid from Weaver Construction Company, P.O. Box 588, Union, Oregon 97883 for the McKay Creek (Sumac) Bridge replacement project in Umatilla County.

Based on your early deposit, we estimate the financial sharing of the project cost will be:

Contractor's Bid	$ 98,820.00
Contingencies (4 1/2%)	4,446.90
Engineering (10%)	9,882.00
Estimated Construction Cost	$113,148.90
Less: 80% Federal Funds	90,519.12
County Share (20%)	$ 22,629.78
Less: Early Deposit (5-19-82)	16,300.00
BALANCE DUE	$ 6,329.78

Please submit your advance deposit balance in the amount of $6,330 to your Account No. 4212, Local Government Investment Pool, Oregon State Treasurer.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

KEH:mf

bcc w/AD # 82-30 Suppl: Roger Lang, Region 5
Vern Skoog - Please return AD # 82-30 Suppl. when advance deposit is received.

			** JOB TOTALS **				**		**	
SUMAC BR-MCKAY CR-PLATT BR	CONT NO		FA PROJ NOS SOS 000003 100							STATE
	230	1952	296	00 N 9				202.04CR	24,100.00CR	
	230	1952	297	00 N 9					2,658.00	
	230	1952	298	00 N 9				202.04	21,442.00	
	230	1952	901	00 P 1		48.37		234.52	11,853.43	
	230	1952	901	00 N 1					3.39	
	230	1952	905	00 P 1		388.56		1,730.93	2,488.15	
	230	1952	914	00 P 1		14.05		26.51	174.11	
	230	1952	918	00 P 1					3,086.93	
	230	1952	920	00 P 1		161.34		555.84	569.24	
	230	1952	921	00 P 1		303.67		522.80	522.80	
	230	1952	922	00 P 1		30.71		119.72	119.72	
	230	1952	923	00 P 1				17.24	659.80	
	230	1952	926	00 P 1					6,259.19	
	230	1952	926	00 N 1					4.10	
	230	1952	927	00 P 1		3,014.90		4,933.88	7,344.16	
			TOT	P1		3,961.60		8,141.44	33,077.53	
			TOT	N1					7.49	
			** JOB TOTALS **			3,961.60	**	8,141.44	** 33,085.02	**
POWR LN RD @ HWY #730	CONT NO		FA PROJ NOS SOS 000004 100							STATE
	230	1953	296	00 N 9				1.81	3,178.09CR	

TOTAL TO DATE JOB COST SUMMARY						MAY 1982		PAGE 615		
DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	230	1953	298	00 N 9				1.81CR	3,178.09	
	230	1953	901	00 P 1					3,593.97	
	230	1953	920	00 P 1					13.40	
			TOT	P1					3,607.37	
			** JOB TOTALS **			**		**	3,607.37	**
UMATILLA CO PVMT MRK PRO 2	CONT NO		FA PROJ NOS PMS 00S087 100							STATE
	230	1965	296	00 N 9			137.73CR		137.73CR	
	230	1965	298	00 N 9			137.73		137.73	
	230	1965	905	00 P 1			135.03		135.03	
	230	1965	927	00 P 1					2.70	
			TOT	P1			135.03		137.73	
			** JOB TOTALS **			**	135.03	**	137.73	**
GRANDE RONDE RIV BR, RD 28	CONT NO		FA PROJ NOS SOS 100002 100							STATE
	231	1937	296	00 N 9			1,178.74CR		8,244.40CR	
	231	1937	297	00 N 9			1,178.74		1,178.74	
	231	1937	298	00 N 9					7,065.66	
	231	1937	901	00 P 1			.01CR		3,873.85	

5-19-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3000(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 90035

2A. COUNTY NAME: Umatilla

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/19/82

8. FEDERAL ROUTE NUMBER: Non Federal aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

McKay Creek (Sumac) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

I accept the certification of Mr. Rod Henry dated 4/27/82 that provisions of FHPM 7-5-1 have been complied with and you are now authorized to advertise for bids.

RECEIVED
STATE HWY ENGR
MAY 26 '82
REFER TO
Meeting
FOR

Info	Invest	R/D	D R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/19/82	G K Hansmen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3000(5)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 90035

2A. COUNTY NAME: Umatilla

6. TO:
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 28 '82

Orig 4/28/82

REFER TO Moehring
FOR

Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE: 4-26-82

8. FEDERAL ROUTE NUMBER: Non-Federal-aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
McKAY CREEK (SUMAC) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK
One Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's April 20, 1982 letter, you are now authorized to proceed with the subject project in accordance with the provisions of the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. Total estimated cost: $125,000; Federal funds $100,000.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4-26-82	D. K. Swan	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

April 20, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 90035
Project No. BROS-3000(5)
McKay Creek (Sumac) Bridge Sec.
Umatilla County

Attached data consists of PR-1 forms with project maps.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $125,000 with an obligation of $100,000 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:bkc
Attachments

cc: Robert D. Hector (Region 5)
H. Reynoldson (w/att.)
Guy Cornforth
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: Hal Versteeg
Road Design

Attention: Don Trout

DATE: April 1, 1982

SUBJECT: McKay Creek (Sumac) Br. Sec.
McKay Creek Road
HBR OS Project
Umatilla County

Versteeg
Anderson
Copy Adams
Olson
Copy Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 5 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring by
Action

Enclosed is a copy of a zoning permit issued by the Confederated Tribes of the Umatilla Indian Reservation for construction of the Sumac Bridge.

The County has control of two material sources; one lying about 500 feet northeasterly of the Sumac Bridge and one about five miles east (off Reservation), but are not sure if the material will meet rip-rap specifications.

The County feels it would be best for the contractor to be responsible for locating his own source for rip-rap.

Please advise if anything else needs to be done to clear this project for contract letting.

Roger C. Lang
Region Federal Aid Specialist

RCL/lm
Enc.
cc: Carlos Van Elsberg
Bobby Johnson

Copy - Samac

EXPIRES March 26, 1983

THIS CERTIFIES THAT A

ZONING PERMIT

Has been issued to Umatilla County Rd. Dept.

for a Bridge Replace in the SE 1/4 of the NE 1/4 of Sec 5

in Township 1S Range R33E Tax Lot 500 & 501 T 4 S

Sheet No. 1-S-33 Date issued 3-26-82

Application No. R-450 Michael J Farrow

Zoning Administrator

POST ON PREMISES IN PLAIN VIEW

Confederated Tribes Umatilla Indian Reservation

Jamac

ZONING PERMIT

CONFEDERATED TRIBES UMATILLA INDIAN RESERVATION

P.O. BOX 638, PENDLETON, OR 97801

PHONE 276-8221

INSPECTION DATE _____

please print or type

FEE: 25.00

STAFF: MJK

APPLICANT Umatilla County Road Department PHONE: HOME _____

OFFICE 276-2962

MAILING ADDRESS 3920 Westgate (*street or route*) Pendleton (*city*) Oregon (*state*) 97801 (*zip code*)

LEGAL OWNER County ADDRESS 3920 WEstgate, Pendleton

LEGAL DESCRIPTION SE ¼ OF NE ¼ OF SEC. 5 TWP. 1S RNG. 33 EWM MAP NO. 1S-33 TAX LOT 500/501

SUBDIVISION _____ LOT _____ BLOCK _____ PRESENT ZONE _____ SQ. FT. OR ACRES _____

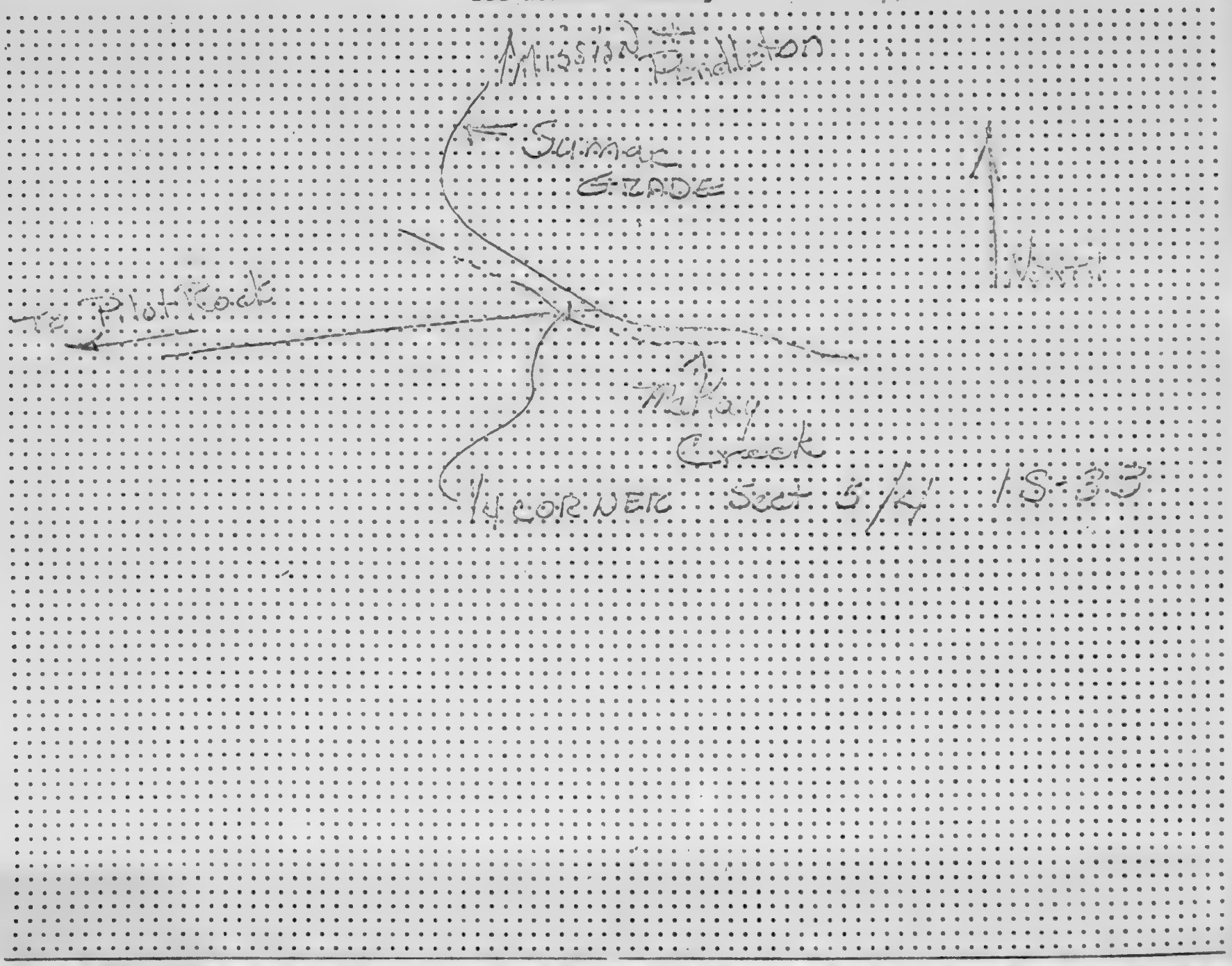
LOT WIDTH _____ LOT DEPTH _____ LEGAL ACCESS _____

REQUIRED SETBACKS: FRONT _____ FT. SIDE _____ FT. AND _____ FT. REAR _____ FT.

PROPOSED USE 1. Replace Bridge SIZE _____ 3. _____ SIZE _____

2. _____ SIZE _____ 4. _____ SIZE _____

See atached Drawing for more detail



(street or route) (city) (state) (zip code)

LEGAL OWNER County ADDRESS 3920 WEstgate, Pendleton

LEGAL DESCRIPTION SE ¼ OF NE ¼ OF SEC. 5 TWP. 1S RNG. 33 EWM MAP NO. 1S-33 TAX LOT 500/501

SUBDIVISION _____ LOT ____ BLOCK ____ PRESENT ZONE ____ SQ. FT. OR ACRES ____

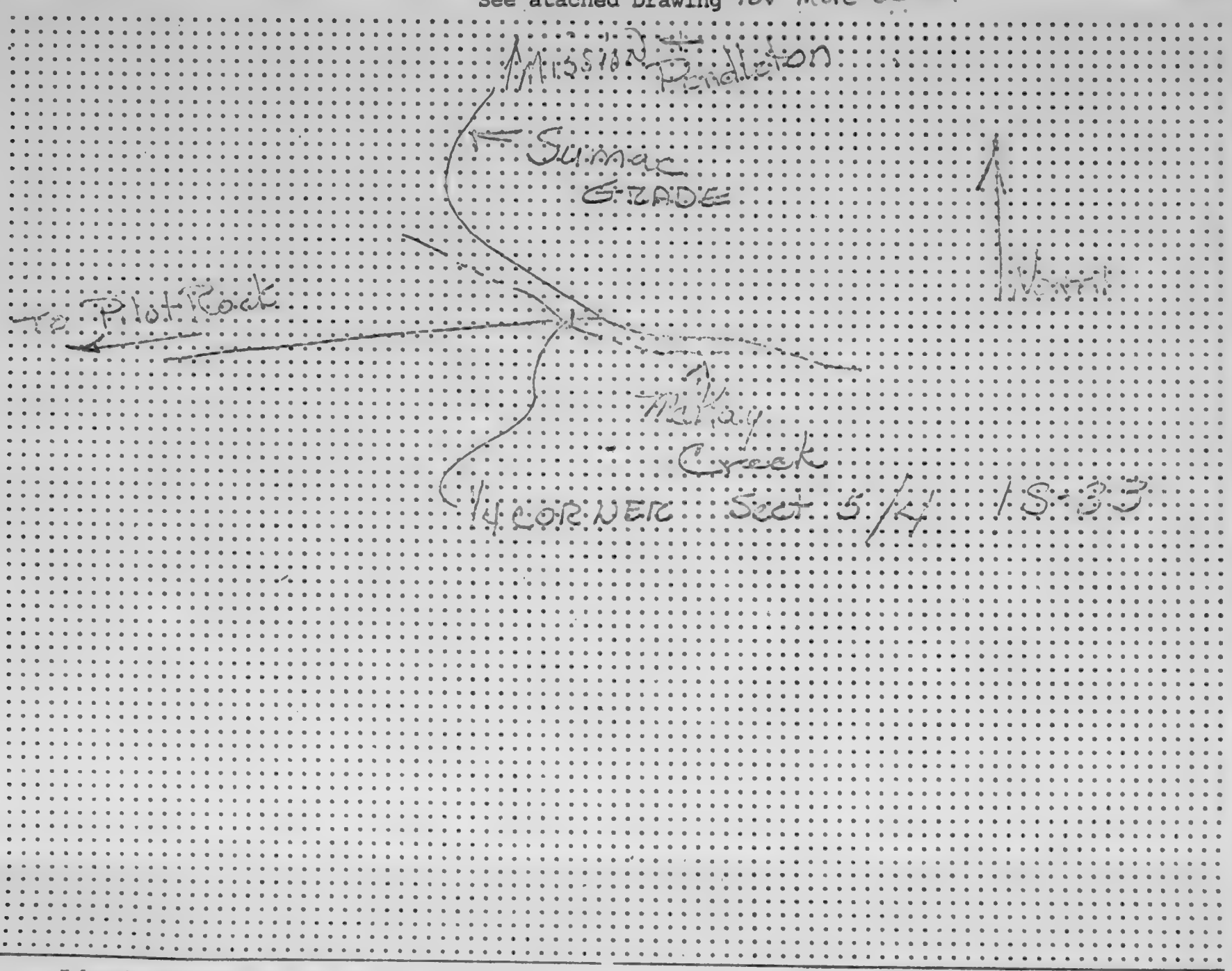
LOT WIDTH ____ LOT DEPTH ____ LEGAL ACCESS _____

REQUIRED SETBACKS: FRONT ____ FT. SIDE ____ FT. AND ____ FT. REAR ____ FT.

PROPOSED USE 1. Replace Bridge SIZE ____ 3. _____ SIZE ____

2. _____ SIZE ____ 4. _____ SIZE ____

See atached Drawing for more detail



I hereby certify that the above information is correct and understand that issuance of a permit based on this application will not excuse me from complying with effective Ordinances and Resolutions of the County of Umatilla and Statutes of Oregon, despite any errors on the part of the issuing authority in checking this application.

Applicant or Owner

Date

DATE APPROVED: March 26, 1982 APPROVED BY: Michael J. Farrow PERMIT NO. R-450

RELATED ZONE MAP AMENDMENT/CONDITIONAL USE/VARIANCE # _____

NOTE: THIS IS NOT A BUILDING PERMIT OR SUBSURFACE DISPOSAL PERMIT.

			TOT	NI					
			** JOB TOTALS **			**		**	24,950 41 **
SUMAC BR-MCKAY CR-PLATT BR	CONT NO		FA PROJ NOS SOS 000003 100						STATE
	230	1952	296	00 N 9			202.04CR		24,100.00CR
	230	1952	297	00 N 9					2,658.00
	230	1952	298	00 N 9			202.04		21,442.00
	230	1952	901	00 P 1			32.25		11,651.16
	230	1952	901	00 N 1					3.39
	230	1952	905	00 P 1	55.30		1,286.28		2,043.50
	230	1952	914	00 P 1					147.60
	230	1952	918	00 P 1					3,086.93
	230	1952	920	00 P 1	261.88		357.11		370.51
	230	1952	921	00 P 1	2.70		2.70		2.70
	230	1952	922	00 P 1	38.61		89.01		89.01
	230	1952	923	00 P 1			17.24		659.80
	230	1952	926	00 P 1					6,259.19
	230	1952	926	00 N 1					1.10
	230	1952	927	00 P 1	23.70		659.71		3,069.99
			TOT	P1	382.19		2,444.30		27,380.39
			TOT	NI					7.49
			** JOB TOTALS **		382.19	**	2,444.30	**	27,387.88 **
POUR LN RD @ HWY #730	CONT NO		FA PROJ NOS SOS 000004 100						STATE
	230	1953	296	00 N 9			1.81		3,178.09CR
	230	1953	298	00 N 9			1.81CR		3,178.09
	230	1953	901	00 P 1					3,593.97
	230	1953	920	00 P 1					13.40

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
		TOT	P1			3,607.37
		** JOB TOTALS **		**	**	3,607.37 **
UMATILLA CO PVMT MRK PRO 2	CONT NO	FA PROJ NOS PMS 005087 100				STATE
	230 1965	296	00 N 9	135.03CR	137.73CR	137.73CR
	230 1965	298	00 N 9	135.03	137.73	137.73
	230 1965	905	00 P 1	43.40	135.03	135.03
	230 1965	927	00 P 1			2.70
		TOT	P1	43.40	135.03	137.73
		** JOB TOTALS **		43.40 **	135.03 **	137.73 **
GRANDE RONDE RIV BR, PD 28	CONT NO	FA PROJ NOS SOS 100002 100				STATE
	[illegible]	296	00 N 9		1,122.74CR	[illegible]

4501

DES 23

DATE: March 25, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Oregon Project SOS-3000(3)
McKay Creek (Sumac), Bridge No. 10624A
Umatilla County

Umatilla County is very much aware of the conditions and situation at their Sumac Bridge site. The objective of this project is simply to replace an old structure which has far outlived its usefulness. In order to prevent overtopping of the roadway, a considerable amount of roadway would have to be raised, and in order to keep the stream in its channel, an existing dike in the southwest quadrant would have to be improved. That extensive a project is far beyond the scope of this HBR project.

The reason that a seven-year design flood was chosen is because that is the largest flood that will go through the structure before bank/dike overflow. Greater floods will simply top the dike and roadway at an elevation lower than the bridge.

bc W. E. Schwartz
R. D. Hector
E. S. Hunter
Dick Lenz

RDH:lm lb

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project SOS-3000(3)
McKay Creek (Sumac), Bridge No. 10624A
Umatilla County (Your DES 23)

Date: March 12, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have briefly reviewed Mr. Thompson's submittal of February 16 to Mr. Schwartz on the above project. We note the hydraulic data indicates a 7-year frequency for the design flood. Is there no way to contain the flow within the channel and prevent overtopping up to the 25-year flood? Is there a protective dike in the northeast quadrant? It would appear to us that these questions, and the possible solutions, should be clearly presented to the County before the design is finalized.

For Dale E. Wilken

RECEIVED
STATE HWY ENGR
MAR 15 '82
REFER TO
Hector
FOR
Info | Invest | R/D | R | Signs | Mgt | Fld

9561

~~B11145102~~

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

Region 5 Office ... La Grande, OR. 97850 ... Telephone 963-3177

Carlos Van Elsberg, Director Public Works
Umatilla County Road Department
3920 Westgate
Pendleton, Oregon 97801

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 24 1982
ROAD DESIGN SECTION

Do not File
Return To
Bring File
Action

Dear Carlos:

Re: McKay Creek (Sumac) Bridge
McKay Creek Road
HBR OS Project

Enclosed is copy of letter from Brian Little, Zoning Administrator, Umatilla County, to the Division of State Lands, identifying that the County has deferred comment to the Confederated Tribes of the Umatilla Indian Reservation.

Also enclosed is a copy of comments received by the Division of State Lands from the Confederated Tribes showing that a zoning permit is required,and if rip rap is obtained within the boundaries of the Reservation, a conditional use permit will be required.

Please contact Michael Farrow, Resident Planner, Confederated Tribes of Umatilla Indian Reservation to obtain any permits necessary to proceed with the project.

When the permits have been obtained, please send me a copy so the project may be cleared for letting on schedule.

Sincerely,

Roger C. Lang
Region Federal Aid Specialist

RCL/lm

cc: Bobby Johnson
cc: Don Trout

Form 734-3123

9501

DIVISION OF STATE LANDS
1445 State Street
Salem, Oregon 97310
Phone: 378-3059

3/19/82 To Reg 5 for handling DLT

RECEIVED
MAR 11 1982

Date: March 8, 1982

MacKay Cr. (Sumac) Br
MacKay Cr Rd
Umatilla County

WATERWAY PROJECT
PERMIT REVIEW

Corps Public Notice No. _____ Div. of State Lands No. RF 3561

Applicant: Oregon State Highway Division #331

Please return your comments to the Division of State Lands by: March 29, 1982

Application involves: ( ) Coastal Zone ( ) Fill (✓) Riprap ( ) Easement
(✓) Removal ( ) Structure ( ) Lease

We have reviewed the above Corps Notice/Permit Application and offer the following comments:

(✓) A Zoning Permit-Bridge-Possible Conditional Use - Rip Rap permit is required by this agency.

( ) We do not believe the project would have an adverse effect.

(✓) We believe the effects of this project, although measurable, would be acceptable.

( ) We believe the project would be acceptable if methods of construction were altered as listed below.

( ) We would attend a conference with the applicant to seek project alternatives.

( ) The project is unacceptable as proposed (explained).

( ) We have no comment.

Comments: A zoning permit is required under the provisions of the Umatilla Indian Reservation for construction of the bridge. If the Rip Rap is to be taken (from the Reservation) at a site within the Boundaries, then a Conditional Use permit, and hearings would be required. If Rip Rap comes from off of the Reservation no hearings would be required.

Michael Farrow

TRIBAL DEVELOPMENT OFFICE

CONFEDERATED TRIBES
of the
Umatilla Indian Reservation
MICHAEL FARROW
RESIDENT PLANNER

P. O. BOX 638
PENDLETON, OREGON
97801

PHONE 276-8221
RES. 276-0385

RECEIVED
MAR 18 1982
DIVISION OF STATE LANDS

Agency DALE HILE By Laura Lynn Kendall Date 3/16/82

OSHD #331

UMATILLA COUNTY PLANNING DEPARTMENT

Umatilla County Courthouse, P. O. Box 1427, Pendleton, Oregon 97801
Phone: 276-7111, Ext. 292 249

March 11, 1982

RECEIVED
MAR 15 1982
DIVISION OF STATE LANDS

Division of State Lands
1445 State Street
Salem, OR 97310

RE: Waterway Project Permit #RF3561

MacKay Cr (Sumac) Br
MacKay Creek Rd
Umatilla County

Gentlemen:

The Umatilla County Planning Department has reviewed the above mentioned waterway project and find that it is within the boundaries of the Umatilla Indian Reservation. Therefore we would have to defer initial comment to the Tribal Development Office of the Confederated Tribes of the Umatilla Indian Reservation.

Thank you for the notification and the opportunity to comment.

Sincerely,

Brian Little

Brian Little
Zoning Administrator

BL:job

STATE OF OREGON

INTER-OFFICE MEMO

TO: Memo to Files

DATE: February 19, 1982

FROM: D. E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Contract Timing
McKay Creek (Sumac) Bridge
Project No. SOS-3000(3)

This memo is to establish a finding in the public interest for the delay in the start of construction after the award date. The County Board of Commissioners requests that the Highway Division proceed with the advertising for this project as now scheduled, which is for the bid opening of May 27, 1982. However, the Board wishes to delay the start of construction on the project until September 1, 1982. In making this request the Board feels that an early bid letting will avail them the best opportunity for the lowest possible bids.

Umatilla County has decided to eliminate the detour that was originally planned in connection with the replacement of the subject bridge. For the detour route, County road No. 718 northwesterly and then by way of route Nos. 769 to 724 to 761 then back to 718 will be signed as the detour.

The work delay will give the farmers in the area as much time as possible for harvesting crops, have the contractor order material which will speed up construction and make the public well aware of the road closure dates.

DAR/lms

cc: Dale E. Wilken, FHWA
Roger Lange (Region 2); Umatilla Co.
Jack Sullivan
Walt Hart

Ken

→ Not so. Do not delay construction; only, ensure that the road will remain open until Sept 1, for reasons cited. Jim Butler to fix specs; Ridings to amend this memo.

Kottsky
3-1-82

Contains Recycled Materials
41-125-1307

SP*75883-125

UMATILLA COUNTY
ROAD DEPARTMENT

RE ☐ RCE ☐ RME ☐ ROE ☐

RFA ☒ JAN 20 1982

RECEIVED
REGION 5 OFFICE

January 18,1982

Oregon State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Attn: Roger Lang

Re: Sumac Bridge Replacement

Dear Roger;

With this letter I wish to inform you that Umatilla County has decided to eliminate the detour originally planned in connection with the replacement to Sumac Bridge across McKay Creek.

thus, no R/W needed.

The Board of Commissioners requests that the Department of Transportation please proceed with the bid letting per the present schedule. However the Board also wishes to delay the start of construction on the project until after September 1, 1982. In making this request the Board feels that an early bid letting will avail to us the best opportunity for the lowest possible bids and a late construction date will give an opportunity to harvest most crops. It will also give time to make the public aware of the road closure dates.

Please feel free to contact me if you have questions on this matter.

Yours truly,

Carlos Van Elsberg
Umatilla County Road Department
Carlos Van Elsberg
Public Works Director

CVE/bls

cc: Board of Commissioners

ok to sched for Apr 29, '82
per Jack Sullivan
KEH 1-26-82

Re McKay Cr. (Sumac) Br.
HBR OFF-System
2301952

by D.E Swan
Walt Hart
Hal Versteeg

BEN GIFFORD

Please take appropriate action to comply with the above request.

T. Cope

[redacted], 3920 Westgate, Pendleton, Oregon 97801, Phone 276-2962

4501

May 14, 1981

Board of County Commissioners
Umatilla County
Courthouse
Pendleton, OR 97801

AGR 4

Attention: J. Dean Fouquette, Sr.
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6983

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a bridge replacement project on the McKay Creek (Sumac) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

STATE OF OREGON
LOCATION SECTION

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: February 23, 1981

FROM: Gene M. Finley
Hydraulic Specialist

SUBJECT:

Sumac Bridge and Platt Bridge
(McKay Creek)
McKay Creek Road
Umatilla County

The proposed project will replace a 60+-foot long, single-span steel pony truss (Sumac Bridge) and either completely replace or replace only the superstructure portion of a 104+-foot long, three-span timber beam structure with concrete piers and abutments (Platt Bridge). Both structures will be placed on existing alignment. A construction detour around each structure is also proposed.

HYDROLOGY

McKay Creek is an east-west tributary of the Umatilla River and drains approximately 153 and 158 square miles above the Platt and Sumac Bridges, respectively. Stream gage data are available from Gages 14-0222 (North Fork, McKay Creek) and 14-0225 (McKay Creek) located near Pilot Rock, with drainage areas of 48.6 and 180 square miles, respectively.

The recurrence interval vs. peak discharge relationship listed below was interpolated from a statistical analysis of these gage data using a log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge Platt Bridge	Peak Discharge Sumac Bridge
500-year	8900 cfs	9300 cfs
100-year	6000 cfs	6200 cfs
50-year	5000 cfs	5200 cfs
25-year	4100 cfs	4400 cfs
10-year	2900 cfs	3000 cfs
5-year	2100 cfs	2200 cfs

The largest flood of record occurred January 30, 1965 and is estimated to have been the 125-year flood, with peak discharges of 6400 cfs (Platt Bridge) and 6600 cfs (Sumac Bridge).

PLATT BRIDGE

A photograph taken of the Platt Bridge vicinity shows the damage at the structure caused by the January 1965 flood. Using this photograph, it is estimated that 85% of the bridge waterway area had been clogged with debris. This raised the headwater elevation until the road was overtopped, causing approximately 120 feet of the east and west bridge approaches to wash out.

When the flood receded, the channel had moved 50± feet west of the westerly bridge abutment. A 350±-foot long channel change was constructed to again direct the flow through the existing bridge opening. In conjunction with the channel change, the westerly channel bank was protected with what appears to be Class 700 loose riprap.

Assuming an unclogged bridge waterway area and a discharge of 6400 cfs (1965 flood), a high water elevation along the upstream embankments was estimated to be 1002.6± feet (assumed datum). This high water elevation would have just overtopped the roadway.

SUMAC BRIDGE

Four photographs taken in the vicinity of the existing Sumac Bridge just after the January 1965 flood (6600 cfs) were used to determine the high water elevation of 1003.5± feet (assumed datum) along the upstream embankments of the structure. Upstream, 100± feet from this bridge site, the creek was above bankful capacity and overflowing the southerly bank. This overflow paralleled the roadway and overtopped it approximately 700± feet west of the bridge site. It is estimated that during the 1965 flood, 4000 cfs was overflow and 2600 cfs (7-year flood) went through the bridge. With the overflow relief upstream of the bridge, it is felt that 2600± cfs is the maximum discharge which will ever flow through the bridge opening.

HYDRAULIC DESIGN

The 25-year flood with peak discharges of 4100 cfs (Platt Bridge) and 4400 cfs (Sumac Bridge - 2600 cfs through structure) were chosen as the design floods.

For design purposes, the following types of structures were investigated:

Platt Bridge (10^{o} skew)	Sumac Bridge (25^{o} skew)
93-foot two-span bridge with vertical abutments.	60-foot single-span bridge with vertical abutments.
108-foot two-span bridge with 1 1/2:1 end slopes.	80-foot two-span bridge with 1 1/2:1 end slopes.

Platt Bridge (continued)

104-foot three-span bridge using existing piers and abutments.

PLATT BRIDGE

The tabulation on the following page compares the proposed structure to the existing structure for the 25-, 100-, and 125-year (overtopping) floods. The piers for the existing bridge were not aligned with the direction of flow. If new piers are constructed, it is suggested that they be aligned with the flow.

SUMAC BRIDGE

The following tabulation compares the proposed structures to the existing structure for the 7-year flood (overtopping flood).

The 7-year flood was chosen as the design flood because this is the largest flood that will flow through the structure.

	7-Year Flood (Overtopping Flood)		
	80-Foot Two-span	60-Foot Single-span	Existing Condition
Design High Water Elevation (Assumed Datum)	1003.5 feet	1003.5 feet	1003.5 feet
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	1003.5 feet	1003.5 feet	1003.5 feet
Normal Area Below Design High Water	280* sq. ft.	280 sq. ft.	280 sq. ft.
Average Velocity	9.3 fps	9.2 fps	9.3 fps

*not including projected area of piers

RIPRAP

PLATT BRIDGE

For the 93-foot replacement structure, it is suggested that

the toe of the vertical abutments be protected with special backfill material conforming to Standard Specification 251.12.

For the 108-foot replacement structure, it is suggested that the fill slopes be protected with a three-foot blanket of Class 700 loose riprap placed with a toe trench. A 9-inch filter blanket will be required.

For the 104-foot structure, using the existing piers and abutments, no additional protection will be required.

SUMAC BRIDGE

For the 60-foot replacement structure, it is suggested that the toe of the vertical abutments be protected with Class 100 loose riprap. A filter blanket will not be required.

For the 80-foot replacement structure, it is suggested that the fill slopes be protected with an 18-inch blanket of Class 100 loose riprap placed with a toe trench. A filter blanket will not be required.

It is suggested that the detour structures for both Platt and Sumac Bridges provide a waterway opening of at least 4.9 square feet (30" diameter pipe) during the construction months of July through October. If this detour is required during any other months (November through June) there is a probability that it will be overtopped with accompanying erosion.

GMF:ja

cc Frank Terpin w/attachment
Walt Hart "
D. O. Christensen "
Jack Davis "
Don Harwell "
W. E. Schwartz "
H. Schell (FHWA) "

PLATT BRIDGE

	25-Year Flood			100-Year Flood			125-Year (Overtoppin	
			Existing Condition			Existing Condition		
	93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108-foo Two-spa
Design High Water Elevation (assumed datum)	1000.8 feet	1000.8 feet	1000.8 feet	1002.0 feet	1002.0 feet	1002.0 feet	1002.2 feet	1002.2 f
High Water Elevation Along Upstream Embankments Including Backwater (assumed datum)	1000.9 feet	1000.9 feet	1001.0 feet	1002.2 feet	1002.2 feet	1002.3 feet	1002.5 feet	1002.5
Normal Area Below Design High Water (not including projected area of piers)	430 sq. ft.	420 sq. ft.	440 sq. ft.	540 sq. ft.	530 sq. ft.	550 sq. ft.	560 sq. ft.	550.sq.
Average Velocity	9.5 fps	9.6 fps	8.9 fps	11.2 fps	11.2 fps	10.4 fps	11.4 fps	11.5 f

PLATT BRIDGE

25-Year Flood			100-Year Flood			125-Year Flood (Overtopping Flood)		
		Existing Condition			Existing Condition			Existing Condition
93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108-foot Two-span	104-foot Three-span	93-foot Two-span	108-foot Two-span	104-foot Three-span
1000.8 feet	1000.8 feet	1000.8 feet	1002.0 feet	1002.0 feet	1002.0 feet	1002.2 feet	1002.2 feet	1002.2 feet
1000.9 feet	1000.9 feet	1001.0 feet	1002.2 feet	1002.2 feet	1002.3 feet	1002.5 feet	1002.5 feet	1002.6 feet
430 sq. ft.	420 sq. ft.	440 sq. ft.	540 sq. ft.	530 sq. ft.	550 sq. ft.	560 sq. ft.	550.sq. ft.	570 sq. ft.
9.5 fps	9.6 fps	8.9 fps	11.2 fps	11.2 fps	10.4 fps	11.4 fps	11.5 fps	10.7 fps

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge cfs / m^3/s	4100	6000	6400	6400
Frequency — yrs.	25	100	125	125
H.W. Elevation ft. / Natural Channel m.	1000.8 *	1002.0 *	1002.2 *	
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	9.6	11.2	11.5	
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: * ASSUMED DATUM

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

PLATT BRIDGE
McKAY CREEK ROAD
UMATILLA COUNTY

COMPILED BY:	DATE:
GENE M. FINLEY	FEBRUARY 23,1981

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR (1965)
Discharge cfs / m^3/s	2600		2600	2600
Frequency — yrs.	7	100	7	7
H.W. Elevation ft. / Natural Channel m.	1003.5 *			
H.W. Elevation ft. / Channel Change m.				
Average Velocity fps / mps	9.3			
Headwater Elevation ft. / m.				
Tailwater Elevation ft. / m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: * ASSUMED DATUM

The overtopping flood is 700± feet west of the bridge site

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

SUMAC BRIDGE
McKAY CREEK ROAD
UMATILLA COUNTY

COMPILED BY:
GENE M. FINLEY

DATE:
FEBRUARY 23,1981

STATE OF OREGON

INTEROFFICE MEMO Planning 14-1

DATE: July 11, 1980

TO: Walt Hart
Bridge Engineer

FROM: Roger C. Lang
Region Federal Aid Engineer

SUBJECT: Confirmation of Intent
Highway Bridge Replacement Program
Umatilla County

Attention: Jim Chidsey

Carlos Van Elsberg, Public Works Director, has confirmed that Umatilla County is interested in participating in the HBR Program subject to the following:

Eliminate Dillon Ditch, Br. #10463 from the list as the County plans to replace the structure with their own forces.

Substitute:
MacKay Cr. (Sumac), Br #10624, Road No. 1052

This structure does not show on the list, but it must be pointed out the structure will not stand on its own and is supported by structural beams placed full length of the bridge and tied to the truss members. The inspection report of 8/79 is in error as the temporary repairs were considered in evaluation.

By copy of this letter I am asking Carlos Van Elsberg to reinspect/reinventory the structure at once and forward the information to me for proper evaluation and distribution.

It is recommended this structure be included on the 1982 Construction List as it is apparent the sufficiency rating will dramatically change with proper evaluation.

RCL/dt

cc: Carlos Van Elsberg
D. E. Swan
Hal Reynoldson
H. N. Van Cleave

11-125-1387

7501 1-28-80

NARRATIVE REPORT

Sumac Bridge (McKay Creek) Platt Bridge

Umatilla County

HISTORY

The Authority for survey was submitted on May 15, 1978 by Roger Lang, Federal Aid Specialist. The field work began in February of 1979. During this period it was determined that no funds were available to build these structures, but the County requested that the preliminary engineering be completed and the structures designed.

The original Authority for Survey included grading, but due to the cost of the structures the project was downscoped to include only the construction of the structures.

TYPICAL SECTION

Roadway width on both structures will be 27' 6".

HORIZONTAL / VERTICAL ALIGNMENT

There will be no change of either vertical or horizontal alignment on either structure.

CONSTRUCTION EASEMENT

Both structures will require an easement for the construction of a detour during construction of the structures. The property owner in both cases is the Bureau of Indian Affairs. I have discussed this with the Umatilla County Roadmaster and he will obtain the easements.

DETOUR

A detour will be required for both structures. These will be built and maintained by the contractor. No pipe size was specified on the plans to handle the water. It should be stated in the Special Provision that the contractor will provide adequate pipes to handle the water during construction.

AWARD OF CONTRACT

Contract should be let so that structures can be built between early summer and late fall.

UTILITIES

Pacific Northwest Bell has conduit attached to both structures at the present time. These will have to be moved during construction and re-attached to the rail when structures are complete.

WATERWAY

Both structures cross McKay Creek. In this area McKay Creek is an uncontrolled stream with the flow governed only by run-off from the drainage area. Drift has not been a problem in the vicinity of either of these structures.

RIGHT of WAY

No additional right-of-way will be required for either structure.

PROPOSED STRUCTURES

Platt Bridge - If at all possible, I recommend we use the existing piers with a pre-stressed or steel beam cap to gain the additional width. The super structure would be prestressed slabs with bolt on type rail.

Sumac Bridge - The new structure should be sixty-eight feet long. This will allow the new abutments to be placed behind the existing abutments. The existing abutments should be left in place after the new bridge is constructed.

EGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1

Section Melloy Cr. -- (Platt-Swing Br.) Unit
Highway County Roads 718 and 7[illegible] County Umatilla Prefix 230-10[illegible]
Length Engineer: K. V. VanCleave Draftsman R. W. Alexander Date 1-28-80

Grading and Surfacing Items

Item No.	Spec	Item	Unit	Quantity	Price	Amo
1	110	Mobilization	L.S.	9%		$1
2	111	Temp. Protection and Direction of Traffic	L.S.		$ 3,000	
3	202.7[illegible]	Bridge Removal	L.S.	Platt Swing	10,000 5,000	15,
4		Detour Construction and Removal	L.S.	Fill 523cy @$10/cy Rock 255cy @$13/cy		11,
5	231	Structure Excavation	Cu. Yard	215	$ 14	3,0
6	501	Class "A" Concrete	Cu. Yard	95	315	30,
7	501A	24"X 35/40 Prestress Slabs	Ea.	21	3,600	75,
8	501A	24"X 65/70 Prestress Slabs	Ea.	7	6,000	42,
9	505	Steel Reinforcement	Lb.	12,500	0.[illegible]	7,
10	606	Guard Rail Type 3	Linear Ft.	100	[illegible]	2,
11	606	Guard Rail Type 2A	Linear Ft.	200	[illegible]	5,
12	620	Rip Rap	Cu. Yard	150	20	3,
					Sub Total	22[illegible],
		Engineering & Contingencies			+10%	89,
					Total	$314,

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 1, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Engineer

SUBJECT Program Change
Item No. 90035
Project No. SOS-3000(3)
Sumac Br.-Platt Br. Section
Umatilla County

I hereby request your approval of a program change on the subject project to include the construction phase in the character of proposed work as indicated on the enclosed Request for Program Change PR-9 Forms.

I further request authorization for construction at an estimated total cost of $231,500 with an obligation of $198,558 in federal funds.

CL:dmc
cc: H. Reynoldson
B. Gifford
230-1952

Budget Bureau No. 41-R2068; A

U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (18)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: Co. Rd. Approx. 7 mi. N.E. of Pilot Rock	ADT	DHV 25 200	FUTURE YEAR (66)–(70): N/A	(71)–(72): 99	REGION (74)–(75): 10	STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28–62: P.E. Gr., Dr., H.T. Pave 2 Strs.	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR 74–75	PROJECT NUMBER: PREFIX LETTER(S) 14–23: SOS-	NUMBER-AGR. N 7: 3000 (3)

CARD 4	CLASS OF FEDERAL FUNDS [1]: Safer Off System Roads	COUNTY NAME: Umatilla		
	NAME OF URBAN AREA (17-31): ---	F.A. SYSTEM: Non	RTE NO.: N	FEDERAL AID: Non	STATE (32): Co. Rd

CARD 5	LINE NO. (1-5)	CHNG CODE 10	PROJECT COUNT 41	WORK CL 42	WORK TYPE 43-46	STEP 53	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(58)	PROJECT COST: TOTAL COST (59)–(66)	FEDERAL FUNDS (67)–(70)	Co. Funds	
1															
5					PE ROW CONST		ITEM AS NOW PROGRAMED	90035	SOS-3000(3)	"Sumac Br.- Platt Br. Section"	2.2	25,000	21,442	3,558	Prelimi phases work.
										PROJECT TOTAL	2.2	25,000	21,442	3,558	
5					PE ROW CONST		RE-QUESTED REVISION	90035	SOS-3000(3)	"Sumac Br.-Platt Br. Section"	2.2	25,000	21,442	3,558	PE all prep. w Pave 10 shoulde conc. b
											2.2	231,500 (16)–(23)	198,558 (24)–(33)	32,942	
										PROJECT TOTAL	2.2	256,500	220,000	36,500	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To add the construction phase.
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	APPRO
10-13-78	DATE: June 1, 1979	DATE	DATE
OTHER: 11-22-78 1-3-79	SIGNATURE	SIGNATURE	SIGNATURE
	Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

T LOCATION (45 typewriter spaces)		ADT	DHV 25 / 200	FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Rd. Approx. 7 mi. N.E. of Pilot Rock				N/A / 99	10	Oregon	41	680	90035

RK (35 spaces)	NATL. FOREST	FOR MISCELLANEOUS FUNDS ONLY: FM ROUTE NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY: POST MI.	DESIG.
Pave 2 Strs.								SOS-	3000 (3)		

stem Roads	COUNTY NAME: Umatilla	CODE 059

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Non	N	Non	Co. Rd.	---

STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	Co. Funds	CHARACTER OF PROPOSED WORK
	ITEM AS NOW PROGRAMED	90035	SOS-3000(3)	"Sumac Br.- Platt Br. Section"	2.2	25,000	21,442	3,558	Preliminary Engineering all phases incl. utility prep. work.
				PROJECT TOTAL	2.2	25,000	21,442	3,558	
	REQUESTED REVISION	90035	SOS-3000(3)	"Sumac Br.-Platt Br. Section"	2.2	25,000	21,442	3,558	PE all phases incl. utility prep. work., Gr., Dr., H.T. Pave 10' travel lanes, 4' shoulders & two 60' reinf. conc. brs.
					2.2	231,500	198,558	32,942	
				PROJECT TOTAL	2.2	256,500	220,000	36,500	

submitted Yes ☐ | PROJECT WITHDRAWN YES ☐

CODE 11 | CODE 2

REASON FOR CHANGE: To add the construction phase.

or more projects. Prepare a form PR-1 for all such action.

	PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
	DATE: June 1, 1979	DATE	DATE
	SIGNATURE	SIGNATURE	SIGNATURE
	Federal Aid Engineer	TITLE	TITLE

lass of project to another, or covers joint financing, show both classes of funds involved.

E OBSOLETE AFTER 7-1-61

USCOMM-DC 46903-P61

Sumac Br.-Platt Br. Section
Project No. SOS-3000(3)

Remarks continued: Revise project data to include the construction phase as follows:

1) Grade, drain and high-type pave to widen the existing facility to provide for two 10-foot travel lanes with 4-foot shoulders.
2) Remove existing structures and construct two 60-foot reinforced concrete bridges with 28-foot horizontal clearance.

April 20, 1970

Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: County Clerk

copy #9563

MISC. CONTRACTS AND AGREEMENTS No. 6983

Gentlemen:

Attached for your records is one fully executed copy each of agreements concerning the following:

1) The McKay Creek (Sumac and Platt) Bridges Section of McKay Creek Road

2) The Powerline Road at Highway 730 Section

We have retained a fully executed copy of each agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Gerald Wimer (Agreements attached)

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: McKay Creek (Sumac & Platt) Br's.
Umatilla County

Umatilla County is requesting the construction of two reinforced concrete bridges and the roadway between them. Each bridge being approximately 60 feet long and each having a roadway 28 feet wide. The roadway between the bridges is to have a 28' surface. County will be responsible for the R/W. Utilities will be attached to the structures. Construction engineering is by the State. P.E. was approved on October 24, 1978. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Umatilla Co.	McKay Cr. (Sumac & Platt) Bridges	$225,000	$198,000	$27,000

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

2-14-79
Cuz to Head
cy-Wrabing

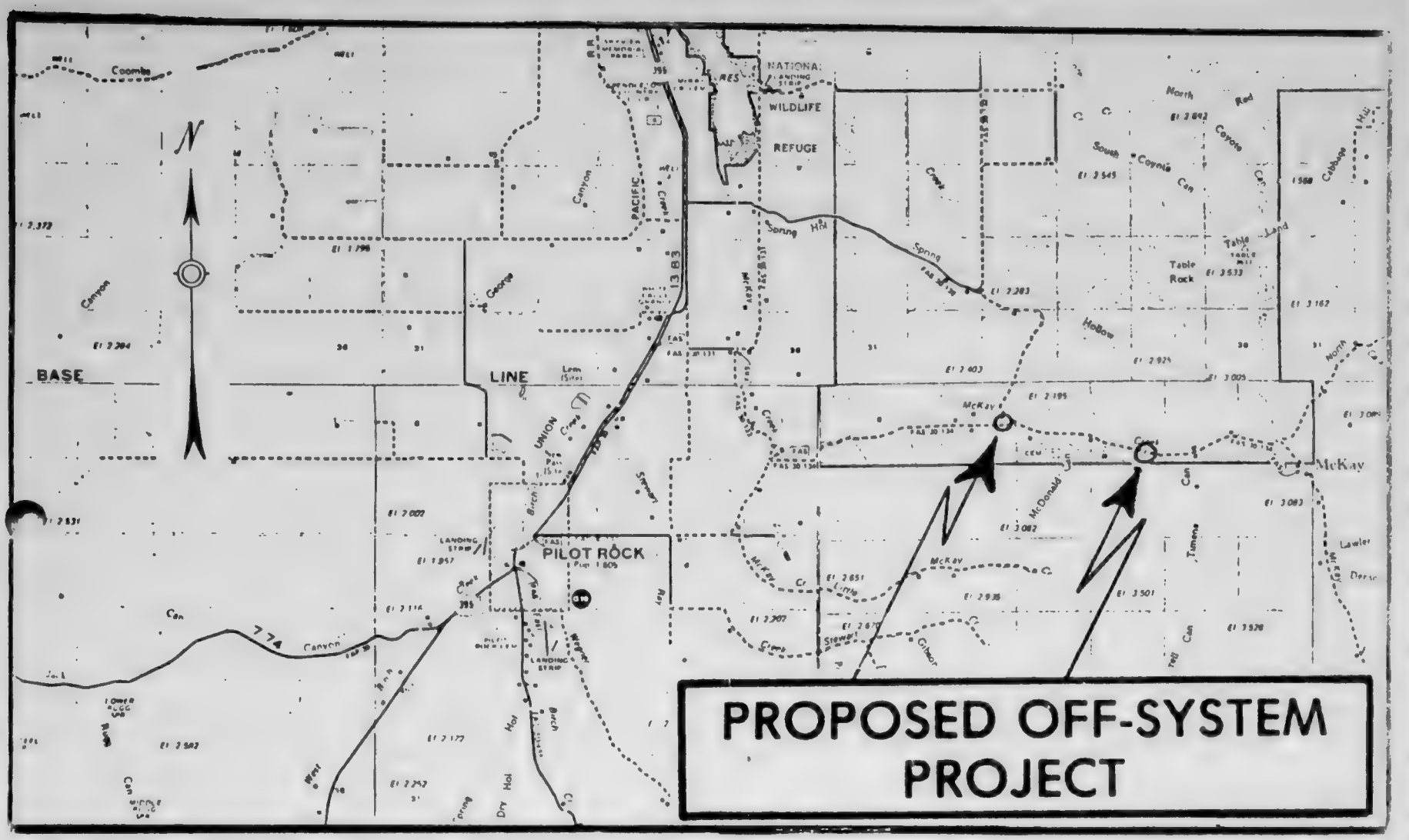
Approved:

H S Coulter
State Highway Engineer

Date 2-13-79

HR:dmc
Att.

125-1387



UMATILLA COUNTY

9501

UMATILLA COUNTY

ROAD OFFICE
PENDLETON, OREGON

RE ☐ RCE ☐ RME ☐ RCE ☐
RFA ☐ MAR 26 1979 ☐

RECEIVED
REGION 5 OFFICE

March 23, 1979

Oregon State Highway Division
P. O. Box 459
Pendleton, Oregon 97801

Attention: Mr. H. N. "Bud" Van Cleave

Re: Platt - Sumac Bridge Project (S.O.S.)

Dear Bud:

Per our telephone conversation of March 23, 1979, and your information to me that the project as first requested by Umatilla County will be in excess of the allowed $250,000.00, please do the following:

1. Reduce the scope of the contract portion of the project to only the construction of the Platt & Sumac Bridges.

2. Indicate that Umatilla County will construct with her forces the roadway portion of the originally proposed project.

3. Provide bridge designs per Oregon Law.

I hope this letter provided you with the necessary direction so that you may proceed with the project.

Please contact this office if we may help you further.

Yours truly,

UMATILLA COUNTY ROAD DEPARTMENT

Carlos Van Elsberg
Director of Public Works

CVE/bb

7501

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 20, 1979

Mr. Carlos Van Elsberg,
Director of Public Works
P. O. Box 1425
Pendleton, Oregon 97801

Dear Carlos:

Re: Safer Off System Roads Funds, McKay Creek (Sumac and Platt) Br. Section

We have been notified by the Federal Highway Administration that all available funds for the Safer Off System Roads Program have been obligated and no additional projects will be accepted for programming. This action by FHWA leaves your project without construction funds and we will not be able to advance the project to contract letting.

Under previous authority from FHWA, funds were obligated for Preliminary Engineering. At this point, we need your guidance in determining a course of action for your project. The available options are as follows:

1. Continue with the project through the field work stage then temporarily curtail activity hoping that Congress will authorize funds which are allowed for in the 1978 Surface Transportation Assistance Act.

2. Continue with the project, as per your original request or on a down scoped basis, utilizing your own funds for construction.

3. Consider the limited Special Bridge Replacement program, or reclassification to the FAS-C System, if eligible.

I know this must be a very frustrating situation for you, but I am requesting your early action as we are holding up work awaiting your decision.

Do not hesitate to call if you have any questions.

Sincerely,

Roger C. Lang

Roger C. Lang
Region Federal Aid Engineer

RCL:vt
cc: Gerald Wimer
H. N. Van Cleave

Form 81-764 3123

9501

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-17-79	CC1955		230-1952

BILL TO: Code:

Umatilla County Board of Commissioners

Courthouse

Pendleton, Oregon 97801

Attn: Mr. Carlos Van Elsberg, Director of Pub. Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the McKay Creek (Sumac-Platt) Br. Section. SOS-3000(3) AD552			

Advance Deposit Amount	$ 3,558.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 3,558.00
Transfer to Highway Fund	$ 2,658.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson

Harold Reynoldson

Approved:

Harold Kamer

Gerald W. Wimer

SP*35736-734

9501

December 22, 1978

Umatilla County
Board of Commissioners
Courthouse
Pendleton, OR 97801

Attention: Jessie M. Bell
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 6857

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the McKay Creek (Sumac and Platt) Bridges Section of McKay Creek Road in Umatilla County.

#7563

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

9501

December 1, 1978

Umatilla County
Board of Commissioners
Courthouse
Pendleton, Oregon 97801

Attn: Mr. Carlos Van Elsberg
Director of Public Works

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the McKay Creek (Sumac and Platt) Bridge Section SOS-3000(3).

Financial sharing of the preliminary engineering is:

Total P.E.	$25,000.00
Federal Funds	21,442.00
Balance	$ 3,558.00
Local Share: $3,558.00	

Rec'd 12/21/78 Total Project Long

Please make your check in the amount of $3,558.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald W. Wimer
Local Government Manager

PE Finalized on McKay (Sumac) Br

HR:dmc
bc w/AD#552: Vern Skoog-Please return completed AD#552 when check is received.
Region 5 Federal Aid Engineer Roger Lang

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

11-22-78

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. SOS-3000(3)

STATE PROJECT NO. See below

COUNTY NAME Umatilla

PROGRAM STAGE (Check) [ ] 1. [ ] 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM C.

ITEM NO. 90035

TO:

Mr. F. B. Klaboe
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	11-22-78	Non Federal-aid	County Road

GENERAL LOCATION:

Sumac Br. - Platt Br. Section - copy #9363

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
- [x] PREPARATION — Including utility preparatory work
  TEC NTE $25,000
  F.F. $21,442
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-13-78 letter.

NOTED F. B. KLABOE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-78	G. L. Green	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1978

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Project Data Submission
Item No. 90035
Project No. SOS-3000(3)
Sumac Br.-Platt Br. Section
Umatilla County

Enclosed is data for the subject project.

We hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering at an estimated total cost of $25,000 with an obligation of $21,442 in federal funds.

CL:pf
Attachments

cc: W. Schwartz (Region 5)
H. Reynoldson, w/att.

Budget Bureau No. 41-R2067; A…

U.S. DE…

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

11-13-78

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2 | REPORT NUMBER (19)(20) | PROJECT LOCATION (45 typewriter spaces) 21

Co. Rd., Approximately 7 mi. N.E. of Pilot Rock 68

ADT | PRESENT: DHV 25 200 | FUTURE: N/A (66) | YEAR: 98 (70)(71)(72) | REGION: 10 | STATE NAME: Oregon

CARD 3 | CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28: Preliminary Engineering 62 | NATL. FOREST (63)(65) | FH ROUTE NO. (66)(68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71) | EMERG. YR. (72)(73) | PL. AUTH YR (74)(75) | PROJECT NUMBER: PREFIX LETTER(S) 14: SOS- 23 | NUMBER 7: 3000 (3)

CARD 4 | CLASS OF FEDERAL FUNDS: Safer Off-System Roads | COUNTY NAME: Umatilla | CODE (14): 059

NAME OF URBAN AREA (27-31): - - - | ROUTE NO. N | FEDERAL-AID: Non (32) | STATE: Co. Rd. (36) | U.S. (37): - - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43-46	STEP 53	TERMINI (Full description)	MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(78)	STATE FUNDS	OTHER FUNDS
1												
5					PE		"Sumac Br. - Platt Br. Section"	2.2	25,000	21,442	- - -	3,558 (Co.)
5					ROW							
5					CONST (CODE)							
							PROJECT TOTALS	2.2	25,000	21,442	- - -	3,558 (Co.)

(16) (23)(24) (33)

CARD 1 | CODE 1 | PREPARED BY: CL | REMARKS

CARD 1 | CODE 14 | PROGRAM APPROVAL DATES: 10-13-78

Budget Bureau No. 41-R2067; Approval Expires [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

11-13-78

LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Approximately 7 mi. N.E. of Pilot Rock	ADT	DHV 25 200	N/A	98	10	Oregon	41	680	90035

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
ring								SOS-	3000 (3)			

Off-System Roads

COUNTY NAME: Umatilla — CODE: 059

ROUTE NO. N — FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: - - -

PROGRAM STAGE: [ ] 1 OR [ ] 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"Sumac Br. - Platt Br. Section"	2.2	25,000	21,442	- - -	3,558 (Co.)	ROW - 60' normal; Access Control-none; Parking Restriction-none.
CL	PROJECT TOTALS	2.2	25,000	21,442	- - -	3,558 (Co.)	

REMARKS

DATES 10-13-78

-OVER-

SUMAC BRIDGE - PLATT BRIDGE SECTION
PROJECT NO. SOS-3000 (3)

Existing Facilities:

Roadway -- 20 foot gravel surface with no shoulders.

Structure -- Sumac Bridge; 61 foot steel structure, HC 20 feet.
Platt Bridge; 101 foot timber structure, HC 22 feet.

Adjacent Sections:

Same as existing roadway facility.

Project Data:

Work under this project consists of preliminary engineering all phases including utility preparatory work for the future construction necessary to widen the existing roadway to provide two 10 foot travel lanes with 4 foot shoulders and replace the existing substandard structures with 60 foot reinforced concrete bridges with 28 foot roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas:

None involved.

FHPM 4-1-4 Requirements:

State Clearinghouse -- Exempt from A-95 review under working agreement.

District 12 Clearinghouse -- It is our contention that this is is a quasi-clearinghouse for if it were fully operational or representative of its respective district, or both, that it would have a signed working agreement in effect. Furthermore, it is our opinion that A-95 review is not necessary as the work

FHPM 4-1-4 Requirements (Cont.)

involved is such that it will not affect decisions of public work involved activities of concern to the clea agencies, as the project will not result in an altera land use or traffic flow patterns that would require change in planning completed or underway.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on July

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Actio

b) Location/Design -- Not a factor in the development project.

NOTE:

This project is in Congressional District No. 2.

BRIDGE SECTION
(3)

gravel surface with no shoulders.

Bridge; 61 foot steel structure, HC 20 feet.
Bridge; 101 foot timber structure, HC 22 feet.

oadway facility.

oject consists of preliminary engineering all
tility preparatory work for the future con-
y to widen the existing roadway to provide two
es with 4 foot shoulders and replace the existing
ures with 60 foot reinforced concrete bridges
ays.

ts, Railroads, Water Developments, Historical
s:

ts:

e -- Exempt from A-95 review under working
agreement.

nghouse -- It is our contention that this is
ghouse for if it were fully operational or
its respective district, or both, that it
working agreement in effect. Furthermore,
that A-95 review is not necessary as the work

FHPM 4-1-4 Requirements (Cont.)

involved is such that it will not affect decisions of other public work involved activities of concern to the clearinghouse agencies, as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on July 5, 1978.

FHPM 7-7-5 Requirements:

a) Public Hearings -- Not required under Oregon Action Plan.

b) Location/Design -- Not a factor in the development of this project.

NOTE:

This project is in Congressional District No. 2.

950/

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

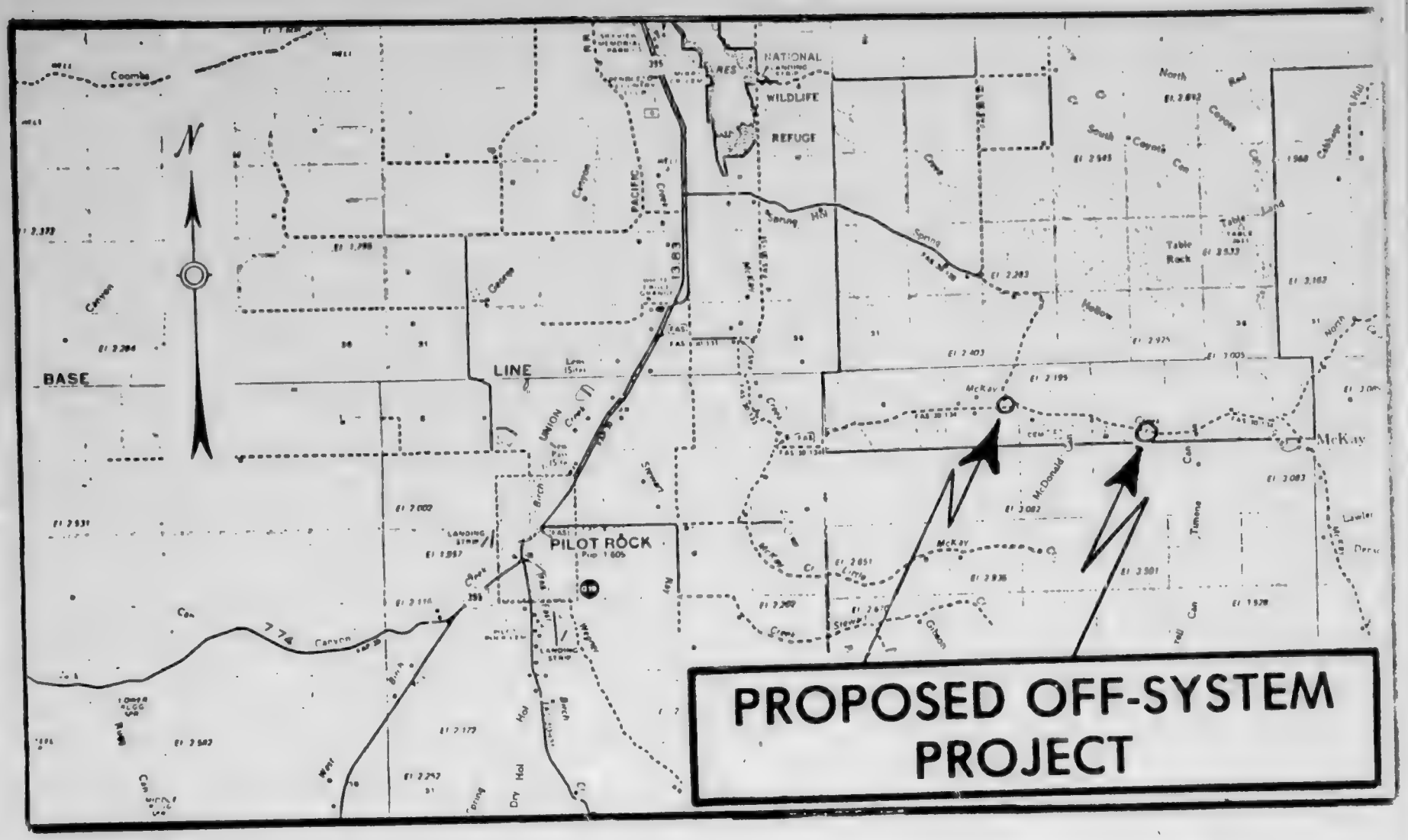
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

Umatilla County
Safer Off System Roads Project

McKay Creek (Sumac and Platt) Br's Section
McKay Creek Road
Grade, pave and 2 structures
PE Only
$25,000

For the construction of 2 concrete bridges, and the roadway between them. Grade and surface the roadway to a top width of 28' feet. Both structures are to be approximately 60' feet long with a 28' roadway. Utilities are to be attached to the structures. County will secure easements for the detours.

Engineering by State.



UMATILLA COUNTY

Form 81-734-3039 9501. MSP0001 12

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Sumac Bridge (McKay Creek) Platt Bridge — Date May 15, 19 78

Highway County Roads 724 and 718 — Authorization No. 1

County Umatilla — Survey Prefix SEE BELOW (Assigned by Salem office)

Description of termini, route, length, etc.:

About 16 miles southeast of Pendleton, beginning at Milepoint 3.4 on Road No. 724, thence easterly to junction of McKay Creek Road, No. 718, continuing easterly to milepoint 9.0. Project length is 2.2± miles.

Bridge Design State Funds — Prefix 230-1451

Structural Design (906)	5,000	

Federal Aid & other P.E. — Prefix 230-1952

Total	24,750

Purpose of survey:

Prepare plans, specifications and estimate of cost for replacement of Sumac and Platt Bridges; widening, grading, drainage and rock surface. Bridge design to be at no cost to County under provisions of O.R.S. 369.210.

Estimate of cost:

Field	901	12,000
Final Design	905	1,000
Soils	910	2,000
Liaison	913	500
Utility	914	1,000
Hydraulics	918	1,000
Specifications	921	1,000
Environmental	923	250
Found. Expl.	926	6,000

505-3000(3)
11-22-78

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

Eugene C Long
Federal Aid Specialist

Recommended for Approval:

Warren E. Sawyer
Regional Engineer

Recommended for Approval:

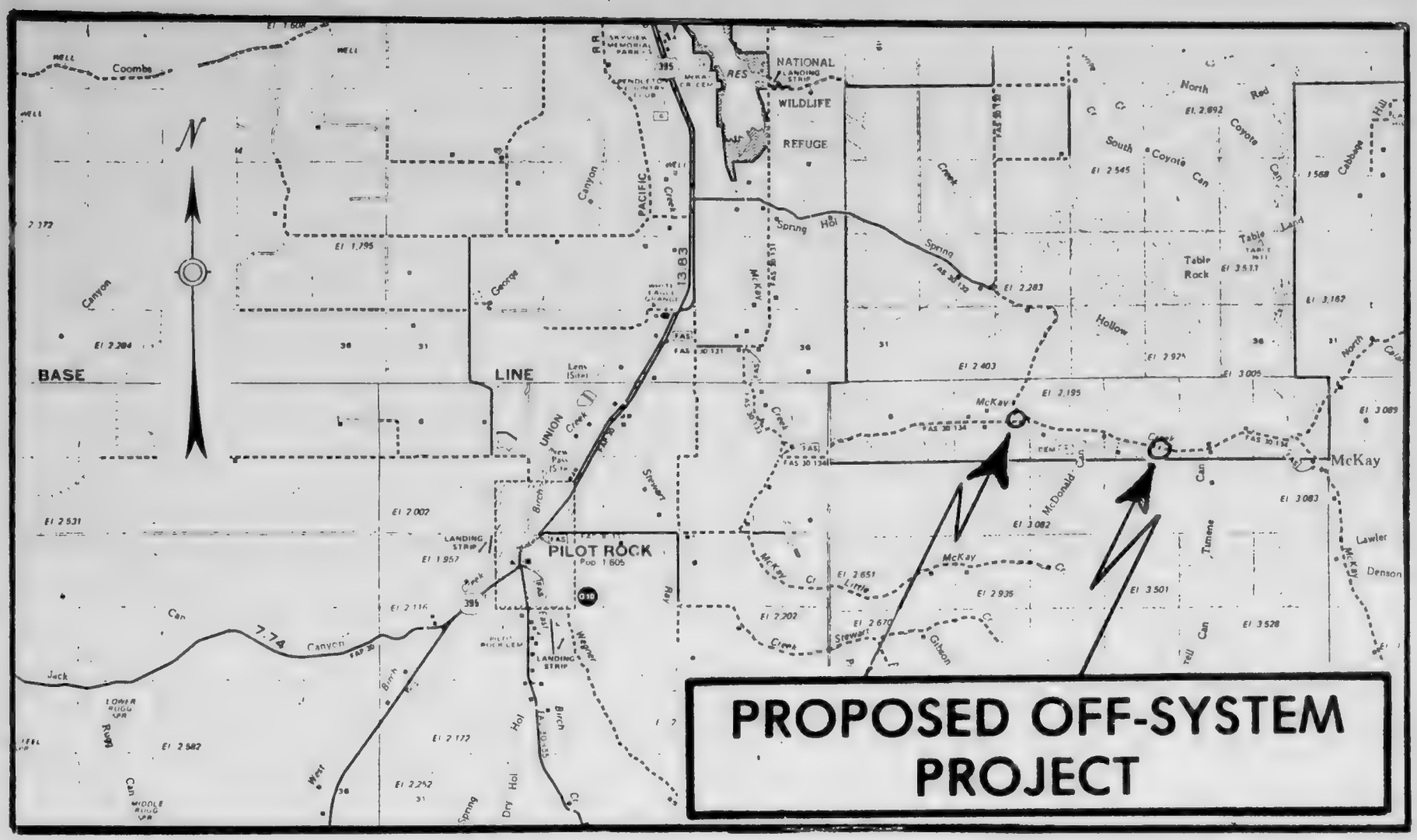
Frank E Perkins
Location Engineer

Approved:

E J Curtis
Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*19760-734

		Requested
Field Survey	*(901)	12,000
Citizen Input	*(902)	
Consultant	(904)	
Final Design	(905)	
Bridge Design By State	(906)	N.A.
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils & Geology	*(910)	2,000
Traffic	*(911)	
Landscape	(912)	
Liaison R/W	*(913)	500
Utility	*(914)	1,000
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	*(921)	
Environmental	*(923)	250
Planning	(924)	
Foundation Exploration	*(926)	6,000
Seminars	(950)	
Hearings	*(980)	
Equal Opportunity	*(985)	
TOTALS		



UMATILLA COUNTY

9501.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 3, 1978

FROM: R. C. Lang
Region 5 Federal Aid Engineer

SUBJECT: Proposed SOS-R Project
Sumac Br.-Platt Br. Section
McKay Creek Road
Umatilla County

TO: Gerald Wimer, Manager
Local Government Section

S A L E M

Enclosed is project application received from Umatilla County concerning the above project.

The project assessment has not been submitted as yet and no field review of the project has been accomplished. An Authority for Survey will be submitted when the review is completed. Typical section will also be forwarded.

The penned comments were added by me during conversation with Carlos Van Elsberg when the application was delivered.

Please log in the application under the terms of the SOS-R Agreement and hold for priority ranking.

PROJECT MANAGEMENT

PME ☐ CCE ☐ OM ☐
LGE ☑ FAE ☐ OPE ☐

FEB 8 1978

File: PM FA
TAA LG OP

RCL:sh
Enclosure

cc Carlos Van Elsberg w/attach
Gary Potter

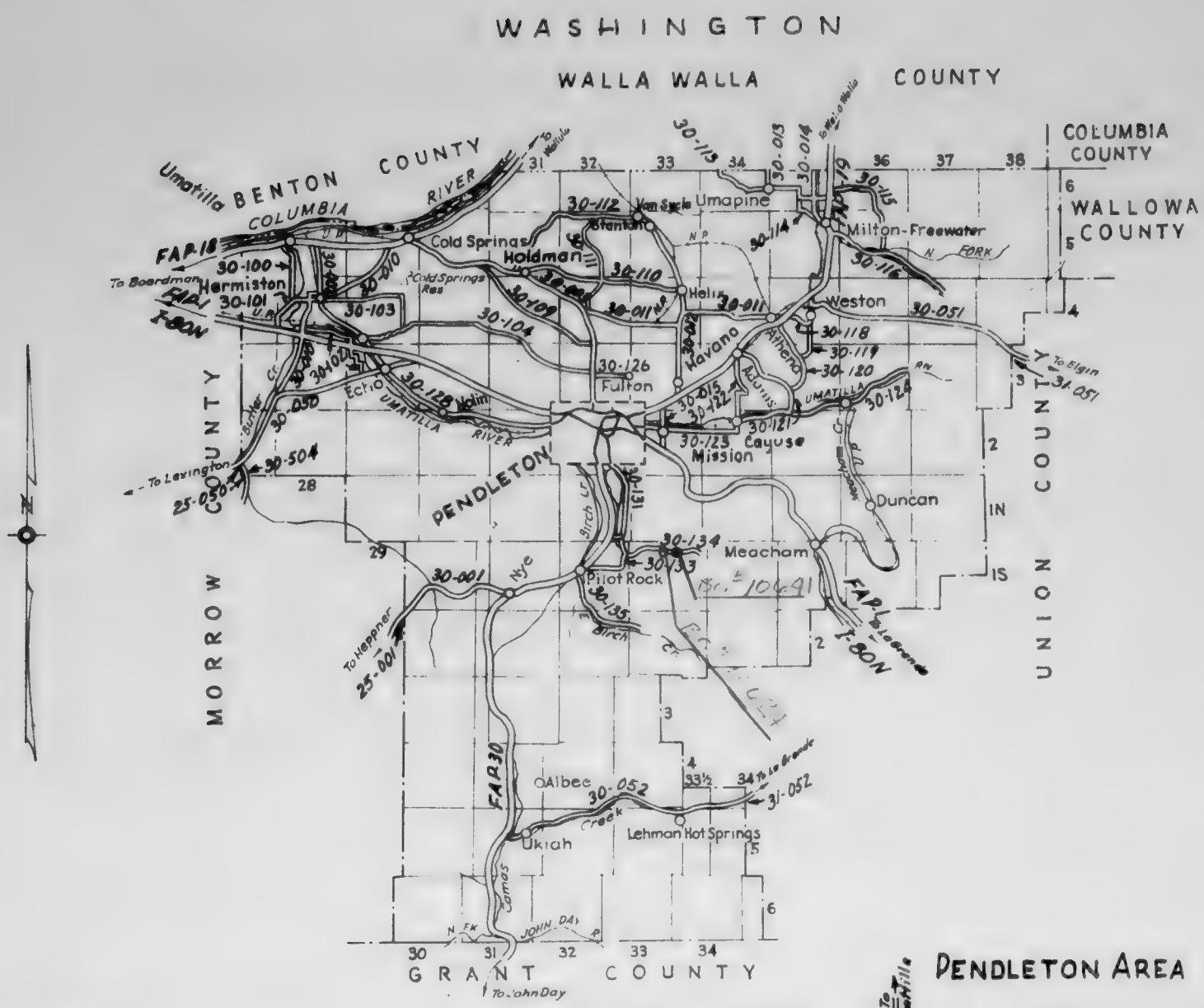
Change 1.0 mile length to 2.2 miles.
5/17/78

30
UMATILLA COUNTY
FAS SYSTEM

Scale 0 4 8 MI. 1974

- L E G E N D -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



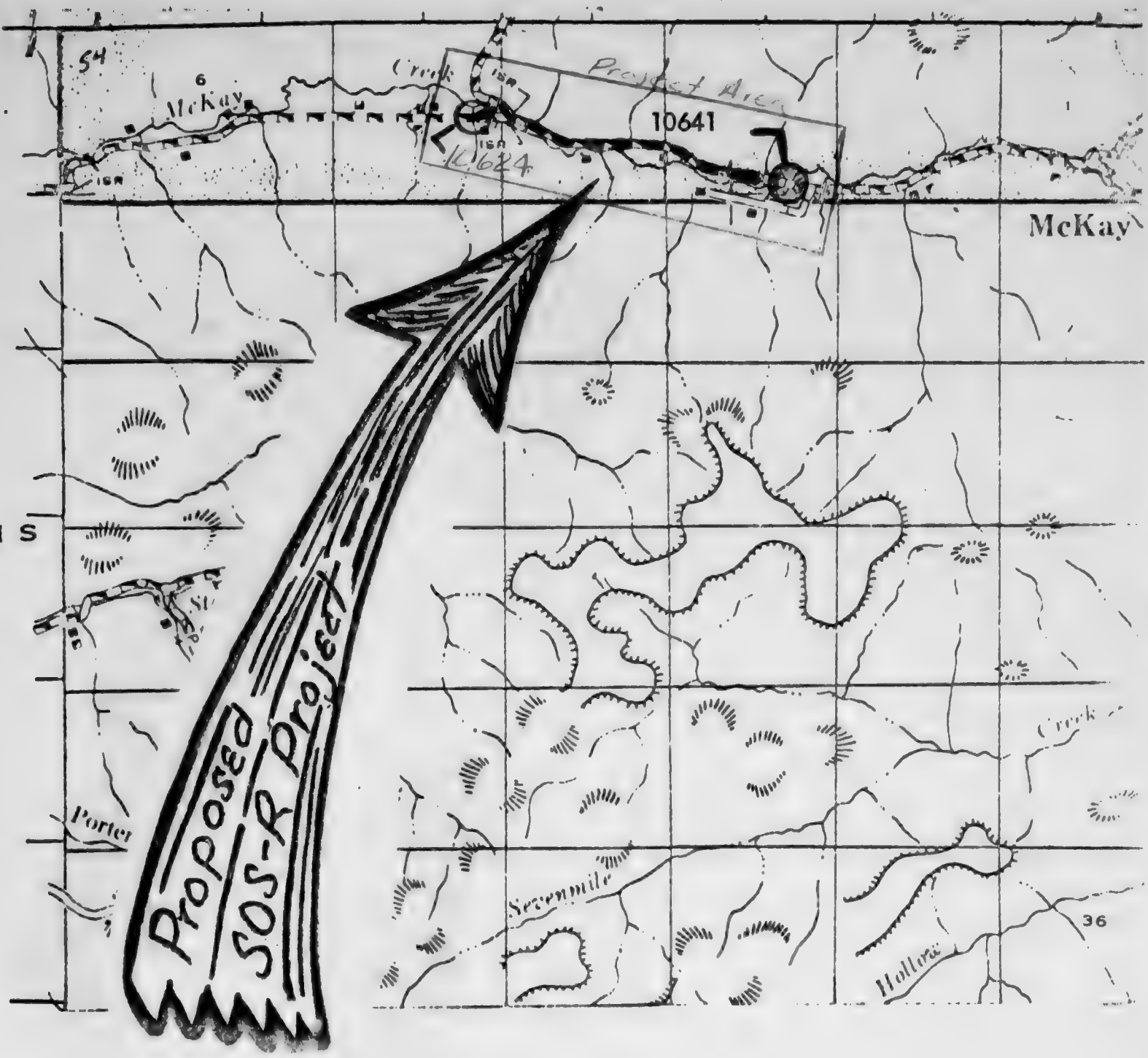
TYPE: Timber Trestle

RATING: HS-20

BUILT: 1936

DRAWING: None

LOCATION MAP



7501

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

REGION 5 OFFICE

W.E. Schwartz
Region Engineer

P.O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

July 20, 1978

Mr. Carlos Van Elsberg
Roadmaster
Umatilla Board of Commissioners
P.O. Box 1427
Pendleton, Oregon 97801

Re: Final Project Assessment, Sumac Br--Platt Br. SOS-R Project

Dear Carlos:

Under the terms of the project application, the County shall perform and document responsibilities as found in the Oregon Action Plan.

The Federal Highway Administration and the Department of Transportation have concurred with your draft assessment of Category 3 Non-Major Action.

Enclosed is an approved copy of the assessment for your records and use in complying with the Action Plan.

Proposed standards, design, specific details contained in the assessment and deviations from the scope of the project will be subject to review at the appropriate stage of project development.

Sincerely,

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/vmt
Enc.
cc: Gerald Wimer
W.C. Ferguson

Form 81-734-3122

7501

FEDERAL AID PROJECT REQUEST

Date February 3, 1978

Applicant Agency Umatilla County
Request for: Off-System X, FAS-C ____, FAUS ____ Project
Federal Aid Route No. ____ Route Name McKay Creek
Project Name Platt Bridge

Project Length 2.2 ~~+-~~ Mile Project Location (Attach sketch map)
Project Description Replacement of two (2) bridges and reconstruction of a portion of McKay Creek Road.

Average Daily Traffic 200 Design Speed ____

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Feet Travel Lanes 10 Feet Shoulders None
Medians ____ Parking ____
Sidewalks ____
Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width ~~30~~ 28 Feet Travel Lanes 10 Feet Shoulders 4 Feet
Medians ____ Parking ____
Curbed ____ Length Curb Radii ____
Sidewalk/Bikeway NO
Remarks Remote area does not warrant construction of sidewalk/bikeways

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Feet Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks Construction easements may be required for detours

RFA ☐ RE ☐ RCE ☐ RME ☐ ROE ☐

FEB 3 1978

RECEIVED
REGION 5 OFFICE

11:30 AM

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

N. A.

2. Proposed Signalization:

Location _____

_____

Type _____
Phases _____
Type of Suspension _____
Interconnected _____
Remarks _____

_____

3. Permanent Signing:

Include in project or by applicant? _____

_____

4. Permanent Striping:

Include in project or by applicant? _____

_____

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

_____

_____

_____

_____

2. Proposed Illumination:

Location _____
Type _____

_____

Remarks _____

_____

V. STRUCTURE DATA

1. Existing Structure:

Location M. P. 4.5 - County Road #823 McKay Creek Platt Bridge.
Type Timber
Approach Roadway Width 24 Feet Shoulder Width --
Length 101 Feet Width 22 Feet
To remain in place? No

_____

2. Proposed Structure:

Location M. P. 4.5

_____

Approximate Size: Length 60 Feet Width 28 Feet

2. Proposed Signalization:

Location N. A.

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant?

4. Permanent Striping:

Include in project or by applicant?

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location M.P. 3.5 Sumac Bridge

Type Steel

Approach Roadway Width 20 Feet Shoulder Width None

Length 61 Feet Width 20 Feet

To remain in place? No

2. Proposed Structure:

Location M. P. 3.5

Approximate Size: Length 60 Feet Width 28 Feet

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Remote area of project does not warrant construction of sidewalk/bikeways

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad _____

Existing Crossing Protection _____

2. Will existing railroad crossing be altered? _____

Remarks _____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Carlos Van Elsberg - D.P.W. Office
2. Environmental — " " " " Office
3. Public Hearing — " " " " Office

Remarks _____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant_____ State__X__ Consultant_____

3. Will applicant perform any work prior to or after award of contract?
Yes_____ No__X__
If "yes," describe briefly:_____

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 100,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	150,000.00
Railroad	
Other_____	
Preliminary engineering	
PROJECT TOTAL	$ 250,000.00

Remarks County requests bridge design at no cost under provisions of O.R.S. 369.210

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _____ and/or UMATILLA COUNTY

By_____ By Lyn Patterson

By_____ By Barbara Lynch

By_____

1982 Burns Rock Production 9502
Central Oregon Hwy.

February 9, 1984

Mid-Century Insurance Company
13333 SW 68th Parkway
Tigard, OR 97223

CON 5
#9502

Gentlemen or Ladies:

On February 7, 1984, we wrote to you concerning release of final payment on Contract No. 9502 awarded to George's Shop & Rock for the Burns Rock Production Project on the Central Oregon Highway in Harney County.

Final payment on this contract is $3,500 and the total contract amount is $60,925.05. No work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: George's Shop & Rock
#1 South Circle Dr.
Hines, OR 97738

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

January 5, 1984

CON

George's Shop & Rock
P.O. Box 715
Hines, Oregon 97738

Time Extension Request
Burns Rock Production
Contract No. 9502

Your request for additional contract time in which to complete the above project has been carefully reviewed. Your request is for an additional 43 calendar days of contract time due to moisture and below average temperatures.

Section 108.09 of the contract standard specifications states in part that, "Reasonably predictable weather conditions are ordinarily not a valid reason for adjustment of contract time. . . ." A review of the weather records submitted indicates that the weather conditions were "reasonably predictable" and your request is therefore denied. A review of the project records indicates that the delay in completion of this project was caused, to a great extent, by your election to not commence work promptly following award of the contract.

There remains 43 days of liquidated damages under this contract. Should you wish to submit additional data, or to further review this matter, please contact Project Manager Frank Burnett.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb sl

bc H. S. Coulter
C. T. Keasey w/att.
R. D. Hector w/att.
Frank Burnett w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: December 2, 1983

SUBJECT: Time Extention
Burns Rock Production
Contract 9502
Harney County

Enclosed for your further handling is "Contractor's Request for Adjustment of Contract Time" for the subject contract.

This contract was awarded 6/29/82, but the contractor didn't start work until 8/19/82, a lapse of 50 days. A shut down order was issued 10/30/82, at which time only 8400 cu. yds. of the 15,000 cu. yds. were crushed. Work resumed 6/6/83 and crushing was completed 7/20/83.

The contractor has been assessed 43 days of liquidated damages, which he now wants us to return.

My position,simply stated,is that had the contractor began work promptly after award of the contract he could have finished on time. For the most part,those 50 days were of fair weather and very suitable to crushing.

I recommend this time extension not be approved.

12-28-83
W.E. Schwartz -
I concur with Region and recommend that this request be denied.
O.B. Jackmond

William Anhorn
Assistant Region Engineer

WA/lm

Enc.

cc: P, F. Burnett

RECEIVED
DEC 5 1983
CONSTRUCTION SECTION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Burns Rock Production	WEEK ENDING: December 24, 1983
		SECTION PREFIX: 013-8331
	HIGHWAY: Central Oregon	COUNTY: Harney
NAME OF JOB:	KIND OF WORK: Rock Production	
CONTRACTOR: Georg's Rock and Shop	CONTRACT NUMBER: 9502	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 29, 1982	DATE WORK STARTED: August 19, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 8, 1983	PERCENT OF TIME ELAPSED: 137%
PROJECT AUTHORIZATION: $ 65,528.25	ENGINEERING AUTHORIZATION $ 5,985.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 65,543.25	ENGINEERING COST TO DATE $ 8,335.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 110%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 65,543.25		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 139%	July 20, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,000 cy		
TOTAL QUANTITIES CORRECTED TO DATE			15,000 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,000 cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DEC 29 1983
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Region Office December 22, 1983

Xx There will be no more weekly reports submitted

Merry Christmas, , Happy New Year

SIGNED _____ LOCATION Ontario

FOR P.F. Burnett, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

August 11, 1982

Mr. George E. Glerup, Owner
George's Rock and Shop
#1 South Circle Drive
Hines, OR 97738

CON 5
#9502

Dear Mr. Glerup:

We are returning your letter of August 9 requesting an assignment of your funds on Contract No. 9502 for the Burns Rock Production Project in Harney County to the U. S. National Bank of Oregon, Harney County Branch.

It is necessary that we have the written consent of your surety, Mid-Century Insurance Company. This could be done by adding to your August 9 letter the approval signature of your surety. Please return to 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Attn.

bc Jan Peterson
Bob Church
C. T. Keasey
Jack Sollis

August 9, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5
#9502

Attention Robert W. Gormsen, Commission Services

Gentlemen

In order to induce the Bank to grant a loan, I wish to use this letter as my assignment of all proceeds on job -

Contract no. 9502 for the Burns Rock Production Project on the Central Oregon Highway in Harney County, to

Harney County Branch, U. S. National Bank of Oregon, P.O. Box 993, Burns, Oregon 97720.

This assignment of funds is to remain in effect until released in writing by the Bank.

Please acknowledge this assignment by signing and returning the enclosed copy to the Bank.

Sincerely

George E. Glerup

George E. Glerup, Owner
George's Rock & Shop
#1 South Circle Drive
Hines, Oregon 97738

Acknowledged:

By_____

Date:_____

RECEIVED
AUG 11 1982

1982 Willamette Rock Prod. Proj. 9503
7.5 mi. E of MP 72.6 on Willamette
Hwy. 3.2 mi SE of Crescent L. Junct.

January 14, 1985

Kobin & Meyer, P.C.
Attorneys at Law
610 SW Alder Street, Ste. 800
Portland, OR 97205

CON 5
#9503

Attention: John Spencer Stewart

Gentlemen or Ladies:

This is in response to your letter of January 7, 1984, requesting claim information on Contract No. 9503 with Stukel Rock and Paving, Inc., for the Willamette Rock Production Project.

We have received one claim from Western Roads, Inc., and we are attaching a copy of that claim along with our acknowledgement. You will also note the Secretary of State's filing date and number on our letter.

If we can be of any further help, please let us know.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm
Attachment
cc: Stukel Rock & Paving, Inc.
PO Box 235
Klamath Falls, OR 97601

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

January 7, 1985

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
State of Oregon
Transportation Building
Salem, OR 97310

Re: United Pacific Insurance Company -
Stukel Rock & Paving, Inc.
OSHD Contract No.: 9503

Dear Mr. Gormsen:

We are attorneys for United Pacific Insurance Company with respect to the above matter.

On August 18, 1983, you advised United Pacific Insurance Company in writing that the referenced procurement was completed on July 14, 1983 and accepted by the State Highway Division on August 16, 1983. You indicated further that claims for labor or material have been filed with the State against the Bond as of August 18.

I would appreciate your advising if any claims were filed thereafter and, if so, furnishing us with copies of such claims with the date and time or receipt in your office.

For facility of response, we enclose a stamped, self-addressed envelope.

Thank you.

Very truly yours,

KOBIN & MEYER, P.C.

John Spencer Stewart

Encl.

RECEIVED
JAN 9 1985
COMMISSION SERVICES

WESTERN ROADS, INC.

P. O. Box 191 -:- Lakeview, Oregon 97630

Phone (503) 947-4011

27 JAN 84

JOHN T. LEFTWICH II
BOND CLAIM DEPT.
UNITED PACIFIC/RELIANCE
33405 8th AVENUE SOUTH
C-3000
FEDERAL WAY, WA 98003

SUBJECT: CLAIM ON STATE OF OREGON CONTRACT #9503

DEAR SIR:

Enclosed are the requested proof of claim forms. You have previously received copies of the supporting data from the State of Oregon.

Please advise promptly when we can expect payment on this claim.

Also enclosed is a copy of the Oregon law setting forth the allowable time frame for filing a claim on a contract bond.

Yours truly,

WESTERN ROADS, INC.

Roy L. Matchett

ROY L. MATCHETT
PRESIDENT

Enclosures

cc: Bob Gormsen, Chief Commission Services

RECEIVED
JAN 30 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Claim already filed - no response nec.

9503

CL 83-200

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 28, 1983

IN REPLY REFER TO
FILE NO.:

Western Roads, Inc.
P. O. Box 191
Lakeview, OR 97630

CON 5
#9503

Attention: Roy L. Matchett, President

Gentlemen or Ladies:

This will acknowledge your letters of November 17 and 18, 1983, with attachments, filing a claim against the following Highway Division contract:

FILED BY:	Western Roads, Inc.
AMOUNT:	$167,216.51
FOR:	Labor and material
AGAINST (Prime contractor):	Stukel Rock & Paving, Inc.
CONTRACT NO.:	9503
PROJECT:	Willamette Rock Production Project, Willamette Highway, Klamath County
SURETY:	United Pacific Insurance Co.

NOTED ON CARD
Dec 1, 1983
kjm

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 30 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Stukel Rock & Paving, Inc.
P. O. Box 235
Klamath Falls, OR 97601

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97401

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

WESTERN ROADS, INC.

P. O. Box 191 -:- Lakeview, Oregon 97630

Phone (503) 947-4011

17 NOV 83

MR. ROBERT GORMSEN, MANAGER
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION
ROOM 121 TRANSPORTATION BUILDING
SALEM, OR 97310

SUBJECT: Claim for subcontract payment on Contract No. 9503, Willamette Rock Production dated 6/29/82

MR. GORMSEN:

As per your instruction I hereby submit the facts and data supporting my claim against Stukel Rock and Paving, Inc., PO Box 235, Klamath Falls, Oregon (97601).

On or about the last week in August, 1982, Mr. Don Claunch, the owner of Stukel Rock and Paving, Inc., contacted me to see if I had the time, personell and equipment to complete the subject crushing contract he had with the State of Oregon. Our equipment was busy but I anticipated a possible gap in a few weeks. He said be was committed on two other projects and would not be able to do the job himself. My time frame was not within the proposed production schedule he had in mind and he said he would try to find someone else. On or about the second week in September, he called again and advised that he hadn't gotten anyone to do the job and as weather could soon become a problem he was very anxious to get something started. He asked if there was anyway I could find someone to participate in the project with me and get it off his back as it was a cheap job and nearly into penalty timewise.

Upon his insistence I took the time to ride with hime to the pit and meet with the U. S. Forest Service and a Mr. Will Robertson of the Oregon State Highway Disvision to dertermine exactly what would be expected of me, what the pit problems might be and estimate cost factor. This was very enlightening. Don had not only never seen the right pit before he bid the job, he was also relying on production estimates from one of his employees that were not possible to achieve. His bid price of $2.98 per cubic yard for 5/8-0 in a measured stockpile eight miles from the pit was, even from the most novice eye, not more than 30% of what the job was worth if you were lucky and all went well.

Nearly all of the designated work area was lava boulders and scoria sprinkled well with partially buried stumps, logs, roots and metal debris from previous entries. No amount of discussion and rationalization would sway the Forest Service to allow an area change for the OSHD contract so Don was stuck with some very costly circumstances. I really didn't want to get invloved because it was not an easy pro-

ject even if you had nine or ten dollars a cubic yard as a unit price.

He and I had known each other for many years and even though we hadn't really done much business, it was obvious his other projects were going sour and I felt I should help if I could.

In the prevailing economic climate, my own financial strength wasn't very good either, but, I offered to attempt to atleast help him find someone who he could make an agreement with to complete this obligation at a minimal cost.

Several contacts I made were capable but not willing to gamble on the probability of not getting paid because of Stukel Rock's known financial problems. Others, because of past relationships with Don, would not take the job under any conditions.

The only company I found who was willing to look at the job was a logger from Brownsville and he met with Don and I near the pit to discuss his level of capability and prices, etc. The net result of this meeting was also fruitless as the logger's crusher had just been repossessed.

As no other operator could be found, weather would soon be a problem and penalty time would start in a few days, I made a verbal agreement with Don.

My people and equipment would soon be completing a job and would be available for a few weeks. It had previously been determined that the contract price was not in the realm of reality, but, none the less, the contractual obligation was valid. The following agreement was reached between Don Claunch and myself:

1. On or about 10/1/82 I would move onto the job prepared to crush on a double shift basis.

2. Don agreed to advance funds prior to each payroll so that I didn't have to do his job and finance the project, too.

3. He didn't have the financial capability to cover the fuel costs, too, so I established an account with the Bend Chevron dealer in our name to supply the job.

4. I hired some truckers to haul the product the eight (8) miles to the stockpile site.

5. I only had one dozer I could spare so Don said he would put one of his dozers and operators on the stockpile and charge back $.25 per cubic yard for his work.

6. It was agreed that I would only stay on the job so long as reasonable production could be maintained in whatever cinders we could produce. No attempt would be made to produce the product from the boulders or solid rock.

7. The bid price, considering the pit problems and haul, would not provide near enough money to cover the job costs so the following arrangement was agreed to:

   Of the $2.98 bid price, Don would hold back $.25 for stockpiling and would advance funds for estimated payroll costs. Western Roads, Inc. would be paid the balance of the bid price ($2.73) as soon as the OSHD estimate money came in to offset some of their costs. Western Roads, Inc. would move out when the pit required shooting. Stukel Rock and Paving, Inc. would drill and shoot the pit and move in their equipment to complete whatever contract balance remained. Western Roads, Inc. agreed to keep accurate cost records and to wait until the contract was completed for the balance of their money. These records cover both out of pocket costs and accumulated rental charges for Western Roads, Inc. equipment minus whatever was paid from contract earnings.

Western Roads, Inc. lived up to their part of the agreement. We moved in, double shifted the crusher and in spite of the debris, boulders and other obstacles, produced 26,629 cubic yards of 5/8-0 for the stockpile plus 1,144 cubic yards of 3/4-0 for the U. S. Forest Service haul road. We paid all move in and out costs, labor, fuel, trucking, loading, excavation, pit development and crushing costs. To complete the plant configuaration and get his job done, I also had to rent a generator from the Cat dealer. It cost me $9,280.00 (see Exhibit A) in rental plus $1,000.00 for in and out freight and handling. (As this generator was used one week prior to the cinder contract, a deduction of $1,160.00 is proper. This leaves a net charge of $9,120.00. The doubled shifted hours brought the rental to more than a two month charge so a two month charge was negotiated with Pape). A few days before we moved out and they shot the pit, I got a rude awakening. Don sent a copy of an "agreement" to my office for signature (see Exhibit B). This in no way resembles the terms of our verbal agreement and it is quite obvious what his intentions were. He was going to stick me with all the problems and costs of the job to that date plus induce me to leave my plant in place while he shot the pit. Then I could grind away on the boulders and finish his "cheap job" at my expense. As you can see, it was never signed. It was not what was agreed to, could easily have resulted in the demolition of my plant and the very thought that I had been lied to and taken advantage of, all at great financial loss, was hard to take.

It was then apparent why he had avoided me and refused to answer my phone calls all during our production period. So long as we produced at our expense he was "home free".

The total compensation we have received to date for our efforts consists of:

1. A check for $10,000.00 received 10/25/82 as a payroll estimate advance as per agreement. My payrolls were the 5th and 20th, however, and we were supposed to have received this money prior to the payroll dates. No other payroll advances were made.

2. A check in the amount of $55,317.17 dated 12/15/82 (see Exhibit C). The notes under check copy was data from records and information from OSHD the day I received the check.

3. Exhibit D is a copy of a Form 1099 mailed to us from Stukel Rock and Paving, Inc. on 2/4/83 showing the totals of 1 and 2 above as per their own records. (The note on the envelope is from our office).

I hereby demand payment and I certify that the true balance owed and still outstanding on this contract is $144,151.96 (see Exhibit E for breakdown) plus a charge of one year's interest at 16% of $23,064.35 for a total of $167,216.51.

Yours truly,

WESTERN ROADS, INC.

ROY L. MATCHETT
PRESIDENT

CERTIFIED
P 313 892 177
MAIL

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT A 1 OF 2

PAPE CAT

P.B.I. LEASING CO.

P. O. BOX 10052 • EUGENE, OREGON 97440
PHONE 683-3252

MACHINERY INVOICE LK 1076

INVOICE DATE September 20, 1982

CUSTOMER'S ORDER NO.

SOLD TO Western Roads

ADDRESS P.O.Box 191

Lakeview, OR 97630

SHIP TO Lakeview, OR

ADDRESS

VIA

SHIPPING DATE 9/18/82

ITEM NUMBER	DESCRIPTION	AMOUNT
	RENTAL BILLING	
	One (1) Used 3412 Caterpillar Electric Set, s/n 38S4820 With: 460 Kilowatts Prime 460 Volts/ 3 Phase	$ 4,640.00

TYPE OF WARRANTY

TRADE-IN DESCRIPTION

SALESMAN

SETTLEMENT: METHOD DATE September 20, 1982 AMOUNT

NET AMOUNT DUE $ 4,640.00

Rental Period: 9/18/82 - 10/18/82

Agreed Value: $62,500.00

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SA 62-6-0-0

EXHIBIT A 2 OF 2

PAPE CAT

P.B.I. LEASING CO.

P. O. BOX 10052 • EUGENE, OREGON 97440
PHONE 683-3252

MACHINERY INVOICE LK 1100

INVOICE DATE October 15, 1982

CUSTOMER'S ORDER NO. _____

SOLD TO Western Roads

ADDRESS P. O. Box 191
Lakeview, OR 97630

SHIP TO _____

ADDRESS _____

VIA _____

SHIPPING DATE _____

ITEM NUMBER	DESCRIPTION	AMOUNT
	RENTAL BILLING	
	One (1) Used 3412 Caterpillar Electric Set, s/n 38S4820 With: 460 Kilowatts Prime 460 Volts/3 Phase	$ 4,640.00

TYPE OF WARRANTY

TRADE-IN DESCRIPTION

SALESMAN

SETTLEMENT: METHOD DATE October 18, 1982

AMOUNT

NET AMOUNT DUE $ 4,640.00

Rental Period: 10/18/82 - 11/18/82

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8A 62-6-0-0

EXHIBIT B

STUKEL ROCK & PAVING, INC.

P. O. BOX 235

KLAMATH FALLS, OREGON 97601

Agreement between Roy Matchett doing business as Western Roads and Donald Claunch doing business as Stukel Rock & Paving, Inc.

Western Roads agrees to produce and haul all cinders in OSHD Contract # 9503 as specified in special provisions. Western Roads agrees to furnish all equipment and supplies needed to fulfill his part of Contract #9503.

Stukel Rock & Paving, Inc. agrees to furnish equipment and supplies to stockpile said cinders. Stukel also agrees that if any blasting in pit is required, they will bear all expenses plus any damage to Western Roads that my incur because of blasting.

Western Roads agrees to do his part of Contract #9503 for $2.73 per yard.

Roy Matchett

_____

_____ Date

Donald R. Claunch

Donald R. Claunch

10/25/82 Date

Please sign and send one copy back.

DC

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EXHIBIT C 42

CHECK NO. 4913

WESTERN ROADS, INC. 12/15/02

1	12/15/02	55,317.17	2700270	55,317.

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SOUTH [illegible] ROADS, INC.

4913 12/15/02

PAY ***55,317.17

***55,317 DOLLARS AND 17 CENTS

WESTERN ROADS, INC.
P. O. BOX 191
LAKEVIEW, OR 97630

Denise L Cheyne

"004913" 1:123000123:064 005136 5"

State confirmed ck to Stukel drawn on 11/25/82 $70,684.20 and mailed 11/29/ - Don told me on 12/13 he "would call State of ck on $" - obviously he already had it for 2 wks - on 12/15 - his daughter Denise said she was mailing above ck that day - P.O. Stamp shows it not mailed until 12/16 P.M. They deducted .25¢ for stockpile work, $40 per hour for their trucks ($38 was the agreed price before they came but Denise said she was told to deduct $40 as "we had to pay drivers expenses". Then they held back 10% on total. Our previous $10,000 payroll draw was also deducted as per agreement - Don never sent the second payroll draw document, which was due 10/20

EXHIBIT 2 of 2

STUKEL ROCK & PAVING, INC. P.O. BOX 235 KLAMATH FALLS, ORE. 97601

CHECK NO. 4913

PAY TO: WESTERN ROADS, INC.

DATE 12/15/82

INVOICE NO.	DATE	AMOUNT	REFERENCE	DISCOUNT	NET
1	12/15/82	55,317.17	2700270		55,317.17

RECEIVED
NOV 21 1983
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

Stukel Rock & Paving, Inc.
P. O. BOX 235
KLAMATH FALLS, OREGON 97601

KLAMATH FALLS, OR 97601
DEC-7'82
OREG

Exhibit D

RECEIVED
NOV 21 1983
COMMISSION
DEPARTMENT OF TRANSPORTATION
SERVICES

Stukel Rock & PAving, Inc.
P.O. Box 235
Klamath Falls, OR 97601
93-0491412

Type or print PAYER'S name, address, ZIP code, and Federal identifying number.

OMB. No. 1545-0116
Statement for Recipients of **1982**

Nonemployee Compensation

Copy B For Recipient

Recipient's identifying number	1 Fees, commissions, and other compensation
	65,317.17

Type or print RECIPIENT'S name, address, and ZIP code below (Name must aline with arrow)

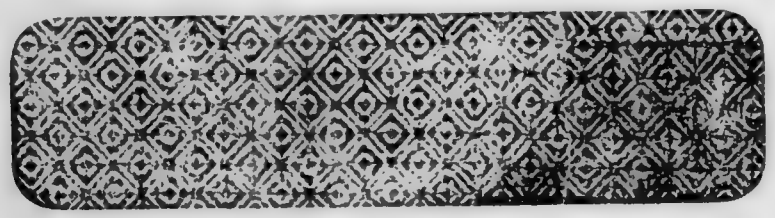
Western Roads

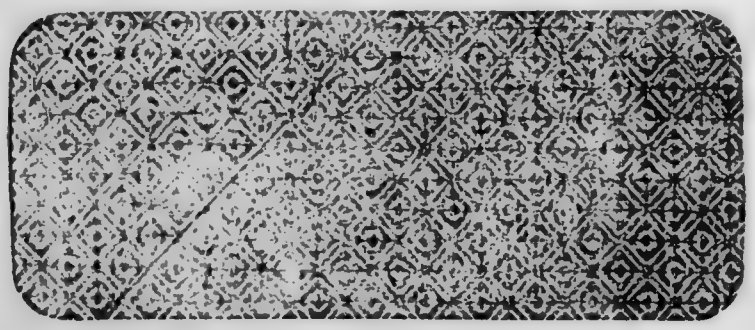
Lakeveiw, OR 97630

See Back of This Copy for Reporting Instructions

This information is being furnished to the Internal Revenue Service.

FORM 1099 NEC APR. I.R.S. 2/82 Department of the Treasury—Internal Revenue Service 95-2830662





file in acct rec. paid. We don't use these but better keep it on file.

EXHIBIT E

Outside Services:		
Truck rental	$ 33,461.50	
Loader rental	6,296.00	
Grader rental	390.85	
Fuel	18,128.22	
Generator rental	+ 9,120.00	
Total Outside Services		$ 67,396.57
Move in and set up costs		4,635.53
Wages paid crushing product		13,271.27
Move out costs		3,740.32
Payroll taxes, workman's compensation ins.		+ 15,977.64
TOTAL ACTUAL OUT-OF-POCKET COSTS		$ 105,021.33
Equipment Rental (without operator):		
Crushing plant, 387 hrs. @ $150/hr.	58,050.00	
D8-46A dozer, 407 hrs. @ $57/hr.	23,199.00	
980B loader, 407 hrs. @ $57/hr.	+ 23,199.00	
Total Equipment Rental		104,448.00
Less payments received		65,317.17
Interest - One year at 16%		+ 23,064.35
TOTAL AMOUNT UNPAID AND OUTSTANDING (CLAIM)		$ 167,216.51

RECEIVED
NOV 21 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

August 22, 1983

United Pacific Insurance Company
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9503

Gentlemen or Ladies:

On August 18, 1983, we wrote to you concerning release of final payment on Contract No. 9503 awarded to Stukel Rock & Paving, Inc. for the Willamette Rock Production Project in Klamath County.

Final payment on this contract is $1,000 and the total contract amount is $ 110,952.17. No work was performed under force account.

Sincerely,

/S/ SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Stukel Rock & Paving, Inc.
PO Box 235
Klamath Falls, OR 97601

United Pacific Insurance Company
PO Box 1788
Eugene, OR 97401

bc: C. T. Keasey
Walt Hart
Dale Allen

9503

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Williamette Rock Production	WEEK ENDING: July 30, 1983	
	SECTION PREFIX: 18-8353	
HIGHWAY: Williamette	COUNTY: Klamath	
NAME OF JOB: Williamette Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Stukel Rock & Paving	CONTRACT NUMBER: 9503	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 29, 1982	DATE WORK STARTED: October 11, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: L	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $144,553.60	SPECIFIED COMPLETION DATE: September 30, 1982	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $133,091.20	ENGINEERING AUTHORIZATION: $11,462.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $127,752.15	ENGINEERING COST TO DATE: $8,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 11 %	PERCENT OF AUTHORIZATION . . . . . 74 %	DATE PROJECT WAS COMPLETED: July 6, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			40,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			40,000 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			40,655 C. Y.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Project Completed.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 1 1983
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed July 6, 1983

Semi-final subnitted to Region office 7-28-83

Final weekly report.

SIGNED W. H. Robertson Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

1982 Col. R. Hwy. @ Sauvie Isl. 9505
Rd. approx. 1 mi. NW of Ptld.
City limits. (Traffic sig.)

C&A 7636 5-14-82

nig cc:OSHD (M. Coulter) STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NUMBER	REPORT NUMBER	COUNTY	DIVISION
10	3	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-3-84	Thomas P. Lowe, Area Engineer	HES-1(15)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
1-28-83	1-4-84	99 %	200 days

APPROVED EXTENSIONS	LOCATION
None	See below

NOTE - *The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER HIGHWAY @ SAUVIES ROAD
COLUMBIA RIVER HIGHWAY
Traffic Signal Installation

The project provided for installation of traffic-actuated signals at the subject intersection.

The final cost of $75,000 underran the original authorization by 1%.

---TPL---

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 11 '84
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

10/12

*NOTE: Not applicable for direct federal projects

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE	Original Signed by T. P. LOWE	SIGNATURE	Original Signed by G. K. HOSSNER Field Operations Engineer
TITLE Thomas P. Lowe Area Engineer	DATE 10-3-84	TITLE Glenn K. Hossner Field Operations Engineer	DATE 10/10/84

FORM FHWA 1446B PREV [illegible] USED.
(Rev 12-79)

January 9, 1984

Union Indemnity Insurance Company
PO Box 1448
Beaverton, OR 97075

COM 5
#9505

Attention: Dennis Gilbert

Gentlemen or Ladies:

Contract No. 9505 awarded to Ajax Electric Company for work on the Columbia River Highway at Sauvie Island Road in Multnomah County was completed on October 28, 1983, and accepted by the State Highway Division on January 4, 1984.

Final payment in the amount of $999.10 will be released to the contractor after January 16, 1984. The total contract amount is $59,166.85 and no work was performed under force account

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Ajax Electric Company
5940 NE 45th Avenue
Portland, OR 97218

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: COLUMBIA RIVER HIGHWAY @ SAUVIE ISLAND ROAD		WEEK ENDING: June 11, 1983
		SECTION PREFIX: 026-1024
HIGHWAY: COLUMBIA RIVER		COUNTY: MULTNOMAH
NAME OF JOB: Col. Riv. Hwy. @ Suavie Island Rd	KIND OF WORK: TRAFFIC SIGNAL INSTALLATION	
CONTRACTOR: AJAX ELECTRIC CO.	CONTRACT NUMBER: 9505	FEDERAL AID PROJECT NUMBER: HES-1(15)
DATE OF CONTRACT: JULY 1, 1982	DATE WORK STARTED: September 22, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 199
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 74,725.56	ENGINEERING AUTHORIZATION $ 6,526.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 68,199.31	ENGINEERING COST TO DATE $ 11,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 65,012.75		DATE PROJECT WAS COMPLETED: January 28, 1983
ESTIMATED PERCENT OVERRUN UNDERRUN 4.7 %	PERCENT OF AUTHORIZATION 168 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

COMPONENT	POLE BASES	CNTRLLR PLATFORM	POLES	WIRING	CNTRLLR	RAMP	DECTECTOR LOOPS
PERCENT	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Partly Cloudy	0		
MONDAY 6	Fair	0		
TUESDAY 7	Fair	0		
WEDNESDAY 8	Fair	0		
THURSDAY 9	Cloudy	0		
FRIDAY 10	Rain	0		
SATURDAY 11		0		

RECEIVED
JUN 14 1983
CONSTRUCTION SECTION

CE ___ OM ___
CAE ___ CA ___
FOS ___ LS ___
OCS ___ TC ___
SCS ___ FE ___
EEO ___ CP ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
Jun 5 SUNDAY	No Activity
Jun 6 MONDAY	No Activity
Jun 7 TUESDAY	No Activity
Jun 8 WEDNESDAY	No Activity
Jun 9 THURSDAY	No Activity
Jun 10 FRIDAY	No Activity
Jun 11 SATURDAY	No Activity

REMARKS

PROJECT STATUS: Signals activated on 1-27-83.

ANTICIPATED NEXT WEEK: Complete pickup items.
SUBMIT THE SEMI-FINAL ESTIMATE.
THIS WILL BE THE LAST WEEKLY REPORT!!

SIGNED Jerry C. Street LOCATION Portland, Oregon
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

-P-F216

I-84

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6

Date: July 1, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Columbia River Hwy. at Sauvie Island Bridge
Columbia River Highway
Multnomah County
Project No. HES-1(15)

Tentative concurrence is requested in the award of contract for the subject project. The bid was received on June 24, 1982.

Ajax Electric Company submitted the low bid of $59,737.50, which is $6,464.50 or 12.1% above our Engineer's estimate of $53,273.00. Four other bids were received in the ascending amounts of $62,348.50; $64,153.00; $66.916.50 and $72,434.50.

Noting that there were five bidders on this project, we had close competition on the first four bidders. Bid item No. 4, Controller Platform, was estimated at $575 with bids received in the amounts of $6,692; $6,000 and $8,500 respectively from bidders 1, 2, and 3 on this item. Review of our estimate on this item indicates that several items were left out of the estimate that would significantly revise our estimate. The items omitted include; shoring to protect the existing structure, rock excavation, a difficult and uniquely formed concrete structure for the platform, and the protective railing. The items add $3,000 to the Engineer's estimate, making the revised estimate $56,273. Using this revised Engineer's estimate the low bid would be within 6.2%.

1 ✓
2 Action

RECEIVED
JUL 2 1932
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

Form 734.3122

We believe it is in the public interest to accept the low bid, because of the close competition between a total of five bidders and because after a correction of the Engineer's estimate the deviation is only 6.2%. We also feel that we would not receive a lower bid if we did readvertise and then we would be out the advertising and printing cost, plus the further delay to the project. Attached is a copy of the bid tabulations.

DAR:bkc
Attachment

cc: Hal Versteeg
Ed Johnson

425

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E June 23, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 24, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 24, 1982 on the following projects:

1. Burns Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette Rock Production
   Willamette Highway, Klamath County
   Aggregate Crushing

   Same as No. 1.

3. Division Street NE-Trade Street SE (Salem)
   Front Street, Marion County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

4. Columbia River Highway @ Sauvie Island Road
   Multnomah County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

5. Redland Road-Beaver Creek Road
   Cascade Highway South, Clackamas County
   Grading and Drainage

   Grading only. Later surfacing contract will have eight-foot shoulders for pedestrian and bicycle use.

6. Clatskanie River (Clatskanie) Bridge
Nehalem Street, Columbia County
Structure

Thirty-four foot road with eight-foot sidewalks on structure for pedestrian and bicycle use.

7. S. Umpqua River (Missouri Bottom) Bridge
Pacific Highway, Douglas County
Structure

Structure repair on Interstate Highway. Ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Medford Complex Building and Site Alterations
Jackson County
Building Alteration and Repair

Same as No. 1.

9. Columbia River Bridge (North and South Channels)
East Portland Freeway, Multnomah County, Oregon
and Clark County, Washington
Illumination

Roadway lighting on this project will also illuminate pedestrian-bikeway within the limits of this project.

10. Emigrant Hill-Meacham
Old Oregon Trail, Umatilla County
Paving

Resurfacing project. Ten-foot shoulders available for pedestrian and bicycle use.

Same as No. 7.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9505 C 6-2013 C Hwy 2W

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: COL RIV HWY @ SAUVIE ISLAND RD
HIGHWAY: COLUMBIA RIVER
COUNTY:: MULTNOMAH

CONTRACT NO: 9505
PREFIX NO. : 26-1024
F.A. NO. : HES-1(15)

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMIFINAL	%
	SUMMARY				
	BID ITEMS	$	$ 59,737.50	59,667.75	-.1
	ANTICIPATED ITEMS	$	5,525	3,104.14	-43.8
	CONTINGENCIES	$	2,936.81	0.00	-100
	ENGINEERING	$	6,526.25	12,000.00	+83.9
			$ 74,725.56	74,771.89	= +0.0

All substantial changes were evaluated and only those listed below meanigfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

NONE

Versteeg
Anderson
Ahlstrom
Glaesnab
Stoudenmayer
Turpin
Trout
Wakerlig
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JUN 22 1983
ROAD DESIGN SECTION
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Bring Up
Action

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-1(15)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20006

2A. COUNTY NAME: Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/2/82	Primary 1	Primary 2 W

10. GENERAL LOCATION:

Lower Columbia River Highway at Sauvies Island Road

11. GENERAL DESCRIPTION OF WORK

Traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)*

Permanent Pavement Striping S.F. $1,600
State Furnished Software $500
Signal Controller Testing $1,925
Power Service for Advance Warning Signs $1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shonw in your Estimate.

Mr. Swan's 6/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $67,300 Federal Funds $60,570.

A singed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 9 '82
REFER TO Mcehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/82	E. J. Walsh	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

May 14, 1982

Multnomah County Board of Commissioners
2115 S.E. Morrison
Portland, OR 97214

AGR 4-2

Attention: Oliver Domreis
County Engineer

MISC. CONTRACTS and
AGREEMENTS No. 2636

Gentlemen:

Attached for your files is a fully executed copy of a construction-finance agreement for the installation of traffic signals on the Lower Columbia River Highway at Sauvies Island Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 13, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Columbia River Highway No. 2W
M.P. 10.83

A project has been requested to install a traffic signal on the lower Columbia River Highway at Sauvies Island Road.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Lower Columbia River Hwy. @ Sauvies Island Rd. Multnomah County	$75,000	$67,500	$7,500

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB/dcb
Attachment

APPROVED:

State Highway Engineer

DATE: 10/14/81

RECEIVED
STATE HWY ENGR
OCT 14 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

MULTNOMAH ISLAND
Sand Lake
Howell Lake
Rafton
River Jct.
United Jct.
Folkenberg
BURLINGTON
Ennis Ct.
Miller Ct.
Tunnel Spur
McCarthy Ct.
Cornelius Pass
SKYLINE SCHOOL
COUNTY SHOPS
Creek
Linnton
FOREST
Harborton
CHANNEL
Ramsey Lake
Columbia Slough
Pearcy Island
Coon I.
Belle Vue Pt.
Kelley Pt.
Mathews Pt.
Friendly
N. PORTLAND HARB
Bybee Lake
Smith
KWJJ
KISN
WILLAMETTE R.
Barnes Yard
St. Johns
East St. Johns
Abbey
Doane Ck.
Doane Lake
Willbridge
Saltzman Cr.
Ward Cr.
BONNY SLOPE
MERIDIAN
S.W. PARK
Lake Yard
Willamette Heights
BARNES HEIGHTS
WILLAMETTE STONE STATE PARK
RGW-TV
KATU-TV
Balch Can.
SWAN ISL
T1N
R1W
N
MULTNOMAH COUNTY
OREGON

200.

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 IDENTIFICATION

PROJECT NAME
Lower Columbia River Highway @ Sauvies Island Road

HIGHWAY NAME	HIGHWAY NUMBER
Lower Columbia River	2W

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2B	Multnomah	

LENGTH	MILEPOST NUMBER			
0.0	10.83	TO	[X] RURAL	[ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
[ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER FAP or Title II HES

METHOD OF CONSTRUCTION
[X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK
[ ] GRADING [ ] PAVING [ ] STRUCTURE [ ] SIGN [X] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Install a three-phase actuated traffic control signal at the intersection of the Lower Columbia River Highway at Sauvies Island Road.
No roadway work is required.

Ver... ✓
Anderson ltw
... 32 acd
... Sullivan
... Tor...
... Yo... ltl

RECEIVED
MAY 2 1981
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 13,000	2000 - 21,000

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[X]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[X]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS		
55	AASHTO	[ ] LIGHT	[ ] MEDIUM	[ ] HEAVY

APPROVED

Location Engineer

Date

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4-12' lanes	same
SHOULDERS	4' shoulders	same
MEDIANS	12' left turn lane	same
PARKING LANES		
SIDEWALKS		
BIKEWAYS		4' shoulder adequate
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☐	☒	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	
RIGHT OF WAY		
TRAFFIC CONTROL	65,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER _____		
ENGINEERING & CONTINGENCIES ..(Included Above).....		
PROJECT TOTAL	75,000	

SUBMITTED BY _____

Ash
Gilbert
Sand Lake
MULTNOMAH
Dam-Dry Lake
Lake
COLUMBIA
Coon I.
Belle Vue Pt.
Kelley Pt.
Mathews Pt.
ISLAND
River
Howell Lake
BURLINGTON
Rafton
Pearcy Island
Columbia Slough
Friendly
N. PORTLAND HAR
Folkenberg
River Jct.
United Jct
CHANNEL
Ramsey Lake
Bybee Lake
Ennis
Miller Ct.
Harborton
Tunnel
Spur
McCarthy Cr.
Cornelius Pass
SKYLINE SCHOOL
Miller Cr.
S. WILLAMETTE RIVER
Smith
Barnes Yard
COUNTY SHOPS
Linnton
FOREST
Rock Creek
St. Johns
East St. Johns
Abbey
T1N
Cr.
Res.
Doane Cr.
Doane Lake
Willbridge
SWAN IS
Saltzman
R1W
Ward
BONNY SLOPE
MERIDIAN
S.W. 6.2
PARK
Willamette Heights
BARNES HEIGHTS
WILLAMETTE STONE STATE PARK
KOIN-TV
KATU-TV
N
MULTNOMAH COUNTY
OREGON

11-13-81

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: HES-1(15)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20006

2A. COUNTY NAME: Multnomah

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/13/81

8. FEDERAL ROUTE NUMBER: Primary 1

9. STATE ROUTE NUMBER: Primary 2W

10. GENERAL LOCATION:

Lower Columbia River Highway at Sauvies Island Road Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $10,000 - F.F. $9,000
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 11/4/81.

RECEIVED
STATE HWY ENGR
NOV 20 '81
REFER TO
FOR
Info | Inves | R/D | D-R | Sign | Ac | File

14. DATE: 11/13/81

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Lawrence

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6

November 4, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20006
Project No. HES-1(15)
Lower Columbia River Hwy. at Sauvies Island Rd. Sec.
Multnomah County

Attached data consists of PR-1 forms with project maps, Authority for Survey, Traffic Signal Warrents, Collision Diagrams and other traffic data.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls under the Statewide categorical exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $10,000 with an obligation of $9,000 in Federal funds.

The section of highway containing this intersection would rank 229 on the Rural Priority List previously submitted to FHWA.

DRH:bkc
Attachments
cc: L.E. George
R.N. Bothman (Metro)
E.L. Hard (Region 1)
Jon Rose (Metro)
Judy Smith (Metro)
General Files

Form 734-3122

Form E.39 (Rev. 9-71) (SAU 0001) ACCT 1123 10067

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Location: Lower Columbia River Hwy. @ Sauvies Island Road Date: October 9, 1981

Highway: Lower Columbia River 2W Authorization No.: 1

County: Multnomah #26 Survey Prefix: 26-1937 (Assigned by Salem office)

Description of termini, route, length, etc.:

Spot location at the intersection of the Lower Columbia River Highway @ Sauvies Island Road, M.P. 10.83.

Proposed:

Install a three-phase actuated traffic control signal.

Purpose of survey:

State to perform field survey, prepare vicinity map, and complete P.S. & E.

Estimate of cost: $65,000 (construction)
Funding: FAP or Title II HES
Class II, State Categorical Exclusion

Field Survey	(901)	3,800
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	3,000
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,500
Administrative Services	(922)	100
Environmental	(923)	
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars & Training	(950)	
Hearings	(980)	
Personal Leave Time	(960)	

HES - 1(15)
11-13-81

Appro by Hwy Eng'r. 10-14 81 75,000 HES

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
NOV 5 1981
LOCATION SECTION

Total estimated cost of survey . . . . . $ 10,000

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

Requests made by:

Curtis H. Duval
CURTIS H. DUVAL, Metro Location Engineer
Field Engineer

Recommended for Approval:

D.R. Adams
Regional Engineer
D.R. ADAMS, Project Development Engineer

Recommended for Approval:

Frank E. Popkin
Location Engineer

Approved:

J. N. Wentzel for
Assistant State Highway Engineer

SP*23604-734

MH RP

December 1, 1980

CON 15-7

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Deletions and Addition of Traffic Signal Projects To Six-Year Program

Presented for your approval on the consent calendar for the meeting of December 22, 1980, will be this request to delete a traffic signal project from the current Six-Year Program, to delay construction of a traffic signal project and the request to substitute another project in their stead.

The proposed project to be deleted is described as follows:

Traffic Signal Installation at the Intersection of Pacific Boulevard at 24th Street in Albany, Albany-Junction City Highway No. 58

A recent investigation of this intersection indicates that it no longer meets any warrants for signalization. This is probably due to the signal installation at a nearby intersection done earlier this year.

This project is Index No. 264 on the Six-Year Program.

The proposed project to be delayed is described as follows:

Traffic Signal Installation at the Intersection of Pacific Highway East at Hardcastle Street in Woodburn

This intersection meets one warrant for signal installation and only then if 70 percent of standard warrants are used due to population. Recent figures indicate that this may no longer be applicable.

This project is Index No. 261 on the Six-Year Program.

The proposed project to be added to the Six-Year Program is described as follows:

RECEIVED
STATE HWY ENGR
DEC 8 - '80
REFER TO
FOR
Info | Invest | R'D | O-R | Sig | Alt | File

Traffic Signal Installation at the Intersection of (Lower) Columbia River Highway at Sauvies Island Road in Multnomah County (M.P. 10.83)

This location was recently investigated and meets one volume warrant for signalization and nearly meets the accident warrant. It is estimated to cost a total of $65,000 for the traffic signal installation.

I recommend that you approve the deletion of the one project, the delay of the one project until 1985 with a change in funding from Federal Aid to State, and the addition of the one to the Six-Year Program utilizing Federal Aid funding. The authority to sign project agreements for and on your behalf for the additional project is hereby requested.

DKH:jrb

bc: R. W. Gormsen
F. B. Klaboe
E. S. Hunter
D. H. Moehring
R. L. Schroeder
C. T. Keasey
L. W. Rulien
J. L. Sollis
J. H. Versteeg
L. E. George
V. E. Skoog
C. O. Fredrickson
E. L. Hardt
George Bell

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Columbia River Hwy Cross Street Sauvie Island City —

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	852	1155	652	600	735	863	1145	888
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	56	100	99	55	71	67	97	72
Hourly Pedestrian volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	2	0	0	1	2	0	0	2

	Minimum Volume Warrant**	Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:		
Major Street	420	8
Minor Street	105	0
2. Interruption of Continuous Traffic:		
Major Street	630	8
Minor Street	52	8
3. Minimum Pedestrian Volume:		
Vehicular Volume (Major Street)	600	8
Pedestrian Volume	105	0
4. Accident Experience:		
Preventable Accidents (last 12 Months)	4	
Minimum Warrant	5	
5. Systems Warrant:		
Entering Volume (Weekday peak hour)	—	
Minimum Warrant	800	

Date of Traffic Count 5/12,13/80

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ___ standard warrants used.
X 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

Compiled by _____ Date _____

City _____ County Multnomah

Intersection of _____

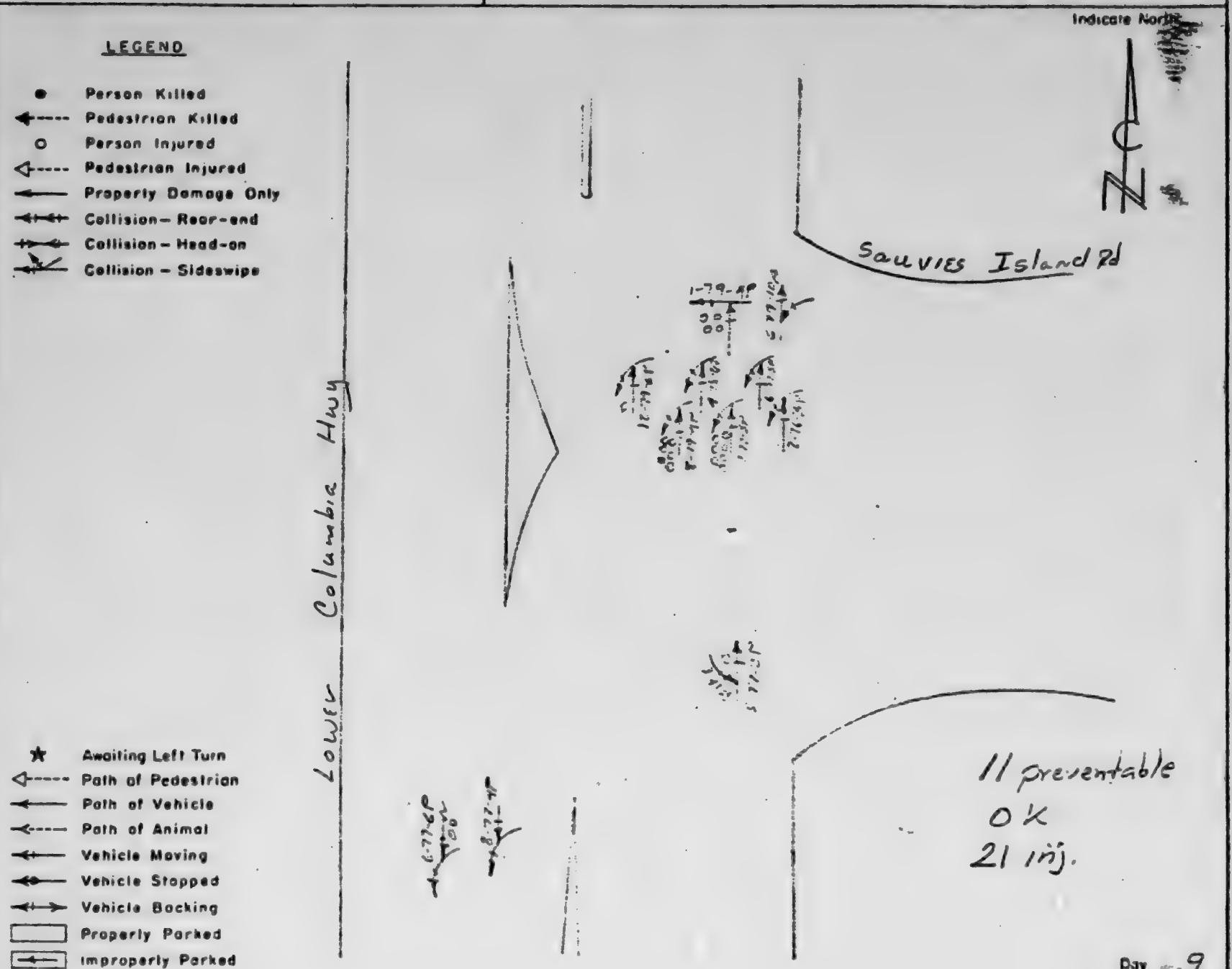
and Sauvies Island Rd

Highway and No. Lower Columbia Hwy 2W (US 30)

M.P. 2.53 Period Fr. 1/1/76 To 12/31/79

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Awaiting Left Turn
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Day 9
Night 2
Total 11

Collision Type	1976				1977				1978				1979				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle														1		1		1		1
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement			1	1		3	2	5		1		1		2	1	3		5	5	10
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL			1	1		3	2	5		1		1		3	2	4		6	5	11

1982 Redland Rd.-Beaver Cr. Rd. 9506
Sec. on Cascade Hwy. S. just E.
of Oregon City. (Grading)

No. 2-152-5L

HASTINGS, MN
LOS ANGELES-CHICAGO-LOGAN, OH
McGREGOR, TX-LOCUST GROVE, GA
U.S.A.

C+A 7891 5/27/83

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2 53	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State: Oregon
PROJECT REPORT NUMBER		County: Clackamas
MODIFICATION NUMBER 4		Project Number: IX-78(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,655,000.00	$ 5,430,374.00
Federal funds	$ 4,806,750.00	$ 4,615,817.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 580 funds for use in other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of FEB , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph A. Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 8, 1989

Federal-aid Project No. IX-78(4)

Redland Road-Beaver Creek Road
SR 213 in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 0000
Grading (Sta. 110+95 to Sta. 219+90)

Subtotal from previous estimate of October 29, 1984		$ 5,026,513.17
	Decrease in Construction Costs	(224,625.17)
	Subtotal	$ 4,801,888.00
	Engineering	628,486.00
	Total	$ 5,430,374.00
Length of Project		2.063 mi.
Cost of Roadway Per Mile		$ 2,632,270.48

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 5,430,374.00	$ 4,615,817.00	$ 814,557.00
Total	$ 5,430,374.00	$ 4,615,817.00	$ 814,557.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Appn Code 580
Contract No. 9506
Prefix: C103-1964 (P.E.)
C103-1040

DCN:bkw

9506

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-141	U.S. Department of Transportation Federal Highway Administration	State: OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: CLACKAMAS
MODIFICATION NUMBER 3	11-7-84	Project Number: IX-78(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28 ,19 82 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,238,000	$ 5,655,000
Federal funds	$ 4,452,300	$ 4,806,750
Other revisions		

This modification is made for the following reasons: To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of November ,1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 29, 1984

FEDERAL AID PROJECT NO. IX-78(4)

REDLAND ROAD-BEAVER CREEK ROAD
SR 213 IN CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 0000
GRADING (Sta. 110+95 to Sta. 219+90)

Subtotal from Revised Project Agreement Estimate of October 8, 1983 $ 4,737,512.15

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Excavation (PA #11B)	$ 2.38	--	$ --	121,429	$289,001.02	
SUBTOTALS			$ - 0 -		$289,001.02	
					Increase	$ 289,001.02
					SUBTOTAL	$5,026,513.17
					Engineering	628,486.83
					TOTAL	$5,655,000.00

Length of Project ---------- 2.063 mi.
Cost of Roadway Per Mile ---------- $2,741,153.66

Federal Funds (85%) ---------- $4,806,750.00
State Funds ---------- 848,250.00

TOTAL $5,655,000.00

Group 1: 100%
Contract No. 9506
Prefix: 103-1964
Prefix: 103-1040

MH:pf

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-132	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLACKAMAS
MODIFICATION NUMBER 2	10-12-84	Project Number IX-78(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28 , 1982 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,809,560	$ 5,119,286
Federal funds	$ 4,088,126	$ 5,238,000
Other revisions		

This modification is made for the following reasons: To include increased construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of October , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

BXX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 8, 1984

FEDERAL AID PROJECT NO. IX-78(4)

REDLAND ROAD-BEAVER CREEK ROAD
SR 213 IN CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 0000
GRADING (STA. 110+95 to STA. 219+90)

Subtotal from Revised Project Agreement Estimate of October 13, 1983 $ 4,427,786.15

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Trench Excavation	$ 9.00	3,040	$27,360.00	5,000	$ 45,000.00
Granular Emankment (PA #4)	7.56	-----	-----	11,850	89,586.00
Rock Embankment (PA #11F)	7.50	-----	-----	27,000	202,500.00
		Subtotals	$27,360.00		$337,086.00

Increase	$ 309,726.00
Subtotal	$ 4,737,512.15
Engineering	500,487.85
Total	$ 5,238,000.00

Length of Project 2.063 mi.
Cost of Roadway Per Mile $ 2,539,020.84

Federal Funds (85%)	$ 4,452,300.00
State Funds	785,700.00
Total	$ 5,238,000.00

Group 1 100%
Contract No. 9506
Prefix: 103-1964
Prefix: 103-1040

WH:bkb

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NUMBER 10-118		OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLACKAMAS
MODIFICATION NUMBER 1		Project Number IX-78(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,949,561	$ 4,809,560
Federal funds	$ 2,507,126	$ 4,088,126
Other revisions		

This modification is made for the following reasons: To include increase in construction costs, and construction engineering costs, due to major slide correction at several areas within the project.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of October, 1983.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: H. S. Coulter

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wicken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

6&F12

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 13, 1983

FEDERAL AID PROJECT NO. IX-78(4)

REDLAND ROAD-BEAVER CREEK ROAD
SR 213 IN CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE C000
GRADING (Sta. 110+95 to Sta. 219+90)

Subtotal of previous estimate of July 12, 1983				$2,289,332.15
ADDITIONAL ITEMS				
Slope Rock (PA #8)	20,000	Ton	7.50	$ 150,000.00
Beaver Cr. Rd. Embankment (PA #9)	27,000	Cu. Yd.	3.82	103,140.00
Special Excavation (PA #10)		All Required		109,200.00
Mobilization (PA # 11 A)		All Required		98,000.00
Excavation (PA # 11 B)	570,000	Cu. Yd.	2.38	1,356,600.00
Rock Embankment (PA # 11 D)	34,000	Cu. Yd.	6.50	221,000.00
Rock Embankment (PA # 11 E)	10,000	Cu. Yd.	6.60	66,000.00
Utility Adjustment (Portland General Electric)		All Required		34,514.00
				$2,138,454.00

Increase	$2,138,454.00
SUBTOTAL	4,427,786.15
Engineering	381,773.85
TOTAL	$4,809,560.00

Length of Project ---------- 2.063 mi.
Cost of Roadway Per Mile ---- $2,331,342.70

Federal Funds ----------	$4,088,126.00
State Funds ----------	721,434.00
TOTAL	$4,809,560.00

Group 1: 100%
Contract No. 9506
Prefix: 103-1964
Prefix: 103-1040

RHZ:pf

4566

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-101	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT Jul 82	State Oregon County Clackamas Project No. IX-78(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Redland Road - Beaver Creek Road

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-82	2.063
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,949,561.00	$ 2,507,126.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 21, 1982

Federal-Aid Project
No. IX-78(4)

Redland Road-Beaver Creek Road
SR 213 in Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code C000
Grading (Sta. 110+95 to Sta. 219+90)

Mobilization		All Required	$ 137,000.00
Temporary Protection and Direction of Traffic		All Required	8,000.00
Temporary Signs	138 Sq. Yd.	6.00	828.00
Temporary Barricades	2 Each	200.00	400.00
Flagmen	400 Hour	10.00	4,000.00
Straw Bale Sediment Barrier, Type A	5,200 Lin. Ft.	4.00	20,800.00
Straw Bale Sediment Barrier, Type B	750 Lin. Ft.	3.00	2,250.00
Straw Bale Check Dams	900 Lin. Ft.	3.00	2,700.00
Temporary Slope Drains	800 Lin. Ft.	11.00	8,800.00
Temporary Scour Holes	20 Each	200.00	4,000.00
Temporary Sediment Fence	400 Lin. Ft.	4.00	1,600.00
Clearing and Grubbing		All Required	160,000.00
Brush Piles	10 Each	500.00	5,000.00
Ditch Excavation	740 Cu. Yd.	5.00	3,700.00
Embankment Foundation Excavation	20,200 Cu. Yd.	2.75	55,550.00
General Excavation	841,900 Cu. Yd.	1.49	1,254,431.00
Stone Embankment	6,383 Cu. Yd.	12.95	82,659.85
Toe Trench Excavation	670 Cu. Yd.	5.00	3,350.00
Granular Blanket	10,350 Cu. Yd.	8.00	82,800.00
Trench Excavation	3,040 Cu. Yd.	9.00	27,360.00
Finishing Roadbed and Slopes		All Required	20,000.00
Watering	4,200 M-Gal.	4.00	16,800.00
168-inch Structural Plate Pipe	412 Lin. Ft.	250.00	103,000.00
15-inch Culvert Pipe	285 Lin. Ft.	9.00	2,565.00
18-inch Culvert Pipe	1,498 Lin. Ft.	16.00	23,968.00
24-inch Culvert Pipe	194 Lin. Ft.	28.00	5,432.00
12-inch Sewer Pipe	530 Lin. Ft.	12.25	6,492.50
15-inch Sewer Pipe	454 Lin. Ft.	13.25	6,015.50
18-inch Sewer Pipe	128 Lin. Ft.	17.00	2,176.00
Concrete Inlets, Type D	3 Each	500.00	1,500.00
Concrete Inlets, Type G-2MA	3 Each	800.00	2,400.00

Concrete Inlets, Type M-E	2 Each	1,500.00	3,000.00
6-inch Drain Pipe	6,571 Lin. Ft.	5.50	36,140.50
Filter Fabric	5,914 Sq. Yd.	1.75	10,349.50
Gravel in Drains	685 Cu. Yd.	16.00	10,960.00
Guard Rail, Type 2A	425 Lin. Ft.	12.00	5,100.00
Guard Rail Anchors, Type 1	2 Each	400.00	800.00
Rail End Pieces, Type C	2 Each	125.00	250.00
Paved Culvert End Slopes	131 Sq. Ft.	5.00	655.00
Loose Riprap, Class 50	2,070 Cu. Yd.	12.99	26,889.30
Loose Riprap, Class 100	715 Cu. Yd.	14.00	10,010.00
Loose Riprap, Class 700	5,350 Cu. Yd.	15.00	80,250.00
River Gravel	500 Ton	12.00	6,000.00
Roadside Seeding and Mulching	37 Acre	575.00	21,275.00
Temporary Seeding and Mulching	21 Acre	525.00	11,025.00
Wetland Seeding and Mulching	2 Acre	525.00	1,050.00
Excelsior Matting	1,360 Sq. Yd.	2.50	3,400.00
			$2,282,732.15

Anticipated Items

On-the-job Trainees ($0.80 x 2,000 hrs.)	$ 1,600.00
Temporary Erosion Control	5,000.00
	$ 6,600.00
SUBTOTAL	$2,289,332.15
Engineering	286,166.85
TOTAL	$2,575,499.00

Length of Project --------- 2.063 mi.
Cost of Roadway Per Mile---$1,248,424.13

Retain in Program
(Not Shown in Quantities Below)

Slide Correction	All Required	$ 100,000.00
Portland General Electric	All Required	230,000.00
Archaeologist	All Required	2,500.00
	SUBTOTAL	$ 322,500.00
	Engineering	41,562.00
	TOTAL	$ 374,062.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,575,499.00	$2,189,174.00	$386,325.00
Reserve	374,062.00	317,952.00	56,110.00
TOTAL	$2,949,561.00	$2,507,126.00	$442,435.00

Group 1 100%
Contract No. 9506
Prefix: 103-1964
Prefix: 103-1040

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

January 25, 1988

#9506

Robert Bothman, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Mocon Corp. v. State of Oregon (ODOT)
Multnomah County Circuit Court Case No. A8801-00228

Dear Mr. Bothman:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include the State of Oregon Department of Transportation. This matter concerns Mocon claims on the Beavercreek Redland Road job.

I have assigned this case to Trial Attorney William F. Cloran and James Van Dyke, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/sae
6563T

cc: O.B. Jackmond
Jack Sollis (w/attachment)

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cp to: Pat Schwartz
Fran Neavoll
noted

RECEIVED
STATE HWY ENGR
JAN 28 '88
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
REFER TO
Rules
JAN 26 1988
FOR
Info | Invest | R/D | Rules Direct | Sign | Act | File

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Clackamas	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
9/21/87	Larry Heil, Assistant Area Engineer		IX-78(4)
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/16/85	3/24/87	SEE BELOW %	355 C.D.
LOCATION			
SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

REDLAND RD. - BEAVER CREEK RD. SECTION
CASCADE HIGHWAY
Grading

This project provided for clearing, grading and drainage of the subject section of the Oregon City Bypass which is on new alignment.

The contract was awarded to Fred H. Slate Co. on 7/10/82. Work started 7/8/82 and was completed 10/16/85. Numerous slides were encountered during excavation requiring considerable redesign and geotechnical analysis. Numerous price agreements were executed to perform slide correction throughout the project. Time extensions were granted which negated any necessity for liquidated damages. The final project cost of $5,399,962 overran the original authorization of $2,949,561 due to the above mentioned slide problems. There were no contract claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D.E. | Dist | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-23-87	TITLE District Engineer A	DATE 9-25-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9506

April 15, 1987

CON 5 - 9506

Wells-Reed-Wood-West Co.
415 Morgan Building
720 S. W. Washington
Portland, OR 97205

On March 27, 1987, we wrote to you concerning release of final payment on Contract No. 9506 awarded to Fred H. Slate Co. for grading on the Redland Road-Beaver Creek Road Section of the Cascade Highway South in Clackamas County.

Final payment on this contract is $5,017.50, and the total contract amount is $4,825,461.10, including $309,104.26 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

slp
cc: Great American Insurance Company
Pacific NW Regional Office
P. O. Box 21109
Seattle, WA 98111

Fred H. Slate Co.
P. O. Box 19238
Portland, OR 97219

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9,506

October 24, 1986

Oregon City Bypass Celebration.

SEE: # 9,928

9506

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

NOTED
LARRY RULIEN

In Reply Refer to
File No.:

CON 5
9506

DATE: July 2, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-78(4)

Contract 9506 ,Work Completed October 16, 1985

Project Redland Rd.-Beaver Cr. Rd.

Highway Cascade South

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 1, 1986

Dale E. Wilken
Division Administrator

RECEIVED
HWY ENGR
AUG 7 '86
REFER TO
FOR
Info | Travel | R/D | Brk | Gen | Pct | File
JUL 02 19
OREGON DIVISION

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Rick Kuehn
B. M. Walton

CPC/FL4

734-2023 (2-85)

4506

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION)	Redland Road - Beaver Creek Road
HIGHWAY	Cascade, South
COUNTY	Clackamas
CONTRACTOR	Fred H. Slate Co.
KIND OF WORK	Grading

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION	$ 5,459,561.17
ESTIMATED PROJECT COST	$ 5,292,994.00
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN	-3.1%

ENGINEERING

AUTHORIZATION	$ 450,708.24
COST THIS WEEK	$ 140.00
TOTAL TO DATE	$ 530,500.00
PERCENT OF AUTHORIZATION	117 %

WEEK ENDING	4-26-86
CONTRACT NO	9506
F A PROJECT NO	IX-78(4)
DATE OF AWARD	7-10-82
FIRST NOTIFICATION DATE	7-7-82
ESTIMATED DATE OF COMPLETION, OR	7-31-83
SECOND NOTIFICATION DATE AND	10-15-84
ESTIMATED SEMIFINAL SUBMITTAL DATE	April 30, 1986
AVERAGE FORCE ON PROJECT THIS WEEK	SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED	0 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	07/31/83	0	0	0	0
B	10/15/84	0	0	0	0
0	/ /	0	0	0	0
0	/ /	0	0	0	0

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	100
ORIG. CONTRACT QUANTITIES	841,900 CY	0	1,500 TN			
EST. CORRECTED QUANTITIES	834,585 CY	0	1,469			
EST. PERFORMED TO DATE	834,585 CY	0	1,469 TN			
PERCENT PERFORMED TO DATE	100	0	100	0	0	0

ACTIVITIES THIS WEEK:

No activity for week: April 18 - 26, 1986.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Work on semi - final estimate.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Earl Mershon

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-78(4)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71112

2A. COUNTY NAME: Clackamas

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 5 '86
REFER TO
Potter
FOH
info | invest | R/D | D/R | sign | act | file

7. DATE AUTHORIZATION EFFECTIVE: February 28, 1986

8. FEDERAL ROUTE NUMBER: Primary 78

9. STATE ROUTE NUMBER: Secondary 160

10. GENERAL LOCATION:

Redland Road - Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*

Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/26/86, this will approve contingent upon modification of Project Agreement if additional funds are required the cost overrun on the agreement to relocate the aerial power lines on an actual cost basis $49,376.63; Federal Funds $41,971.00.

The Agreement with Portland General Electric is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/4/86	D. K. Hosmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 26, 1986

In Reply Refer to File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Cost Overrun
Aerial Power Line Relocation
Portland General Electric Company
Redland Road-Beaver Creek Road Section
Clackamas County
Project No. IX-78(4)

Reference is made to D. E. Swan's letter of October 11, 1982 which submitted an estimate of cost for the relocation of Portland General Electric Company's (PGE) aerial 115 KV power transmission line facilities and to your Letter of Approval and/or Authorization, dated October 18, 1982 which approved participation in the estimated cost of $34,514. Copies of my letter and your PR-1240 are attached.

The relocation of the aerial power transmission line facilities has been completed and a final billing of cost, in the amount of $49,376.63, received. The final cost of $49,376.63 exceeds the estimated cost of $34,513.50 by $14,863.13 or 43.06%. PGE in a letter dated February 11, 1985, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. PGE has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $49,376.63 is requested.

RECEIVED
STATE HWY ENGR
FEB 27 '86
REFER TO
Info | Invest | Sec | Act | File

JMC:jr
attach.

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming
Rich Evans

Form 734-3122

December 24, 1985

Fred H. Slate Company
P. O. Box 19238
Portland, OR 97219

CON 5

Re: Time Extension Request
Redland Rd.-Beaver Cr. Rd.
Contract No. 9506
FAP No. IX-78(4)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 16 calendar days is granted due to the earth slides at approximate stations 145 and 155.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Earl Mershon w/att.
FHWA w/att.
Bruce Walton

TE/241

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: December 6, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT:

Time Extension
Redland Rd.-Beaver Creek Rd.
Cascade Hwy. South
Contract 9506

This contract was awarded to Fred H. Slate Company on July 10, 1982, and work started July 8, 1982. The work to be done under this contract consisted of the following:

1. Construction of the embankment over Abernethy Creek.

2. Clearing and grubbing of the entire project from Redland Road to Beaver Creek Road.

3. Grading work from Redland Road to Beaver Creek Road.

The contract completion date was October 15, 1983, but due to the slide problems that developed the first year, this deadline was extended to October 15, 1984.

The contractor worked through October 9, 1984. Rain prevented the contractor from completing finishing the subgrade and general excavation in the area of the slide before the contract completion date. A shut-down order effective November 1, 1984 discontinued any further work on the contract.

Efforts were made for Elting, Inc. to complete that excavation on contract no. 9717. Price Agreement No. 6 was approved October 16, 1985 to complete the work.

The contractor, Fred Slate Company, requested a 30-day time extension for the period October 15, 1984 to November 15, 1984. The contractor now only needs 16 days (to November 1) to eliminate the liquidated damages.

The Project Manager recommends granting the 16 days and I concur with that recommendation.

12-23-85
W. E. Schwartz
I concur with Region 4 Project Mgr. and recommend a 16 C.D. time extension.
D. B. Jackmond

MC/gw-032
Attachment
cc Earl Mershon

CE__ CAE__ COE__ OM__ OE__ CA__ CAM__ FO__

RECEIVED
DEC 9 1985
CONSTRUCTION SECTION

LS__ TC__ SA__ CC__ FE__ CP__ POC__ QCS__ FILE__

1-125-1367

STATE OF OREGON

INTEROFFICE MEMO

TO: HAL VERSTEEG
Design Engineer

DATE: October 26, 1984

FROM: ALLAN C. HARWOOD
Metro Region Region Operations Engineer

SUBJECT: OREGON CITY BYPASS
Contract No. 9506 & 9717

This is in response to a letter from you and a memo from Don Trout concerning seeding and mulching and temporary erosion control measures on the subject project. Per the discussion in your office, I feel that our project people and the contractors have done a creditable job of providing temporary erosion control measures.

I have enclosed a copy of Dave Willhite's response to the memo for your information.

As pointed out in your office on the one project which involved the work area just south of the first garbage dump and the disposal area, we have spent more than six times the amount set up for temporary erosion control.

At our meeting it sounded like it was very unfortunate that some of the concerns expressed during the walk-through were not discussed directly with Dave. Per our discussion in your office, I would suggest another visit to the project at this time and another look.

While we feel that we have done a good job, we would certainly entertain constructive comments as to what more could be done. I would echo Dave's thoughts in the last paragraph, ~~but~~ I'm not sure that it's possible for us to perform to the expectations of the Division's of Land or the Fish and Game Commission if those people are truly as critical of our efforts as indicated in Don's letter.

ACH/gw
Attachment
cc: Dave Willhite
Ed Hunter w/attachment

RECEIVED
STATE HWY ENGR
OCT 29 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

81-125-1387

RECEIVED
ROAD DESIGN SECTION

STATE OF OREGON

INTEROFFICE MEMO

TO: Edward L. Hardt
Metro Region Engineer

DATE: October 22, 1984

FROM: David A. Willhite
Project Manager

SUBJECT: Oregon City By-Pass
Review of Erosion Control

In Don Trout's memo to the files for October 17, 1984, he noted several observations that were made during his review of the project. I would like to comment on some of these observations.

The work done on the Beaver Creek Road project. Don's memo indicates there has been no mulch applied south of Beaver Creek Road. Actually, all slopes north and south of Beaver Creek Road have been mulched and seeded according to our specifications. The reason he failed to see the mulch is that wood cellulose fiber was used and he apparently was looking for straw.

The sediment he referred to that will go through the culvert under Beaver Creek Road is very small in quantity and will be reduced somewhat more as it traverses the grouted riprap ditch between the outfall of the pipe and Newell Creek.

The area just south of the first garbage dump that Don referred to as having not been treated has been initially winterized. Straw bale check dams were in place. All construction slopes in that area had been seeded and mulched with the exception of the Contractor's immediate work area and the waste area that he was in the process of hauling to at the time the rains hit. These have since had seed and mulch applied.

The portion that is part of the Park Place - Newell Creek contract is in rougher condition. The grading is not complete in that area. Cut slopes are only about 50% of the way down and fills are not constructed. Even in this

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81-125-1387

case, all cut slopes had been seeded and mulched. Straw check dams had been built in the draws and general initial winterizing had been completed. The work remaining was to seed and mulch the roadbed itself. That will be done sometime this week.

We had placed over 4,000 lineal feet of straw sediment barriers at the time of the walk through and spent over $50,000.00 on erosion control in preparation for this winter on the Park Place - Newell Creek section. Counting the measures taken last summer, we have spent over $150,000.00 on Slate's (Redland Road - Beaver Creek Road) project.

If spending this total of over $200,000.00 on erosion control on the By-Pass has ruined our creditably with the Division of State Lands, then I feel a review should be made of their expectations. My representatives at the walk through did not feel that the Fish and Game people were disappointed.I do not feel that the assessment given in the memo is an honest assessment of the conditions and it does an injustice to the efforts that have been put forth. Had the group waited to tour the project until after the work was complete for this season there would have been no difference in the erosion control between what they termed to be excellant and to be completely unacceptable.

DAW:cls

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

DATE: June 8, 1984

CON
AGENDA
JUN 19 1984
5 L

TO: Oregon Transportation Commission

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Redland Rd.-Beaver Creek Rd. Section
Cascade South Highway, Clackamas County
Contract No. 9506

This Interstate Transfer funded grading project is approximately 83 percent finished with completion anticipated in October, 1984. It now appears that the final cost will exceed the project authorization by $650,000 or 13.5 percent. The authorization was previously increased at the meeting on June 21, 1983, based on substantial embankment foundation failures and earth (cut) slides caused by soil and groundwater conditions which differed from those which had been anticipated.

Two additional slides have occurred, requiring major corrective work including some minor realignment together with additional quantities of rock inlay material, toe trench, drainage and general excavation. The cost of this corrective work including the necessary additional design work and engineering is $650,000.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $650,000 to a new total of $5,459,561.17. This matter will be on the consent calendar for the June 19 meeting.

HHP:cb sl

bc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3123

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: June 7, 1984

FROM: for O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT:

Request for increase in project authorization
Redland Rd. - Beaver Crk. Rd. Section
Cascade South, Highway, Clackamas County
Contract No. 9506

This Interstate Transfer funded grading project is approximately 83 percent finished with completion anticipated in October, 1984. It now appears that the final cost will exceed the project authorization by $650,000.00 or 13.5 percent. The authorization was previously increased at the meeting on June 21, 1983, based on substantial embankment foundation failures and earth (cut) slides caused by soil and groundwater conditions which differed from those which had been anticipated.

Two additional slides have occurred, requiring major corrective work including some minor realignment together with additional quantities of rock inlay material, toe trench, drainage and general excavation. The cost of this corrective work including the necessary additional design work and engineering is $650,000.00.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $650,000.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
D. Willhite
B. M. Walton
W. F. Cobine

81-125-1387

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1506 C C 160?

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 22, 1983

LOC 8

Brent O. Forsberg
Staff Biologist
Environmental Management Section
Department of Fish and Wildlife
506 S.W. Mill Street
Portland, OR 97201

1 ✓ ...
Anderson ... RECEIVED
2 Adams A
Do Not Use
Return to
Bring Up
3 Trout
ROAD DESIGN SECTION
Action
Wakeville

Proposed Fish Ladder
Newell Creek
Redland Road-Beaver Creek Road Section

Enclosed is a plan and profile for Newell Creek immediately downstream of Beaver Creek Road. This is the area for the proposed fish ladder which will mitigate the siltation of Newell Creek by our highway construction. Since the profile shows that the ladder must overcome 100 feet of fall, I am concerned as to whether the denil type ladder can be effectively used at this site. It also appears that during the later summer and early autumn that there is insufficient flow for a denil type ladder. I would like your department's assessment of using the denil type ladder for fish passage at this location.

David W. Bryson
Hydraulics Engineer

REFERRED TO
Watson ... Mann
Cole ... Stoudenmeyer
Eriksen ... King
Beard ... Bedford ... Leu
Return Discuss Do File Due
FINAL DESIGN ENGINEER

DWB:ge
Enc.

cc Frank Terpin
Hal Versteeg
Don Adams
Don Trout
Dave Wilhite
Al Harwood

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-78(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken
Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 71112

2A. COUNTY NAME: Clackamas

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 19 '83

7. DATE AUTHORIZATION EFFECTIVE: 4-7-83

8. FEDERAL ROUTE NUMBER: Primary 78

9. STATE ROUTE NUMBER: Secondary 160

10. GENERAL LOCATION:

REDLAND ROAD - BEAVER CREEK ROAD SECTION

Over to 9/19

REFER TO Potter FOR

Info	Intes	R/D	D/R	Sign	Act	File

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's September 6, 1983 letter, this will confirm the advance approval date of April 7, 1983 to proceed with the adjustment of Portland General Electric Company's pwoer line and substation after damage caused by slide. Contingent upon modification of Project Agreement if additional funds are required, this work is approved on an actual-cost basis estimated to be TEC $8,772; Federal Funds $7,541. I approve the Agreement with Portland General Electric Company.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9-9-83	R. K. Doerner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9506

RECEIVED
TECHNICAL SERVICES
SEP 7 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Ret | File

September 6, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT. Electric Power Line & Substation Damage Repair
Portland General Electric Company
Redland Road-Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No. IX-78(4)

Here is a copy of an actual cost billing to repair Portland General Electric Company's aerial electric transmission line and substation facilities damaged by highway embankment mud slide, and a sketch showing the power pole location.

A certification prepared by Ted Inloes as to the Company's original rights in the land occupied by their facilities is in our files.

The work was not originally anticipated. The Company was advised verbally of the slide damage as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of damage, the estimate sketch submitted herewith and our letter confirming authorization to proceed with the emergency rapair work.

An appropriate permit for the utility's relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, in length as the repair work involves a crossing of the project by the facilities.

There will be no betterment derived from the repair work on the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and establishment of an eligibility date of April 7, 1983 for the work under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $8,772.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
D. E. Swan
Jack M. Cartwright
Ted Inloes

7506

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTER-OFFICE MEMO

TO: F I L E S

DATE: August 9, 1983

FROM: George C. Wills
Location Field Engineer

SUBJECT: Comments by Dale Wilken to H. S. Coulter
By Letter of 6/27/83 on the Subject of:
Redland Road-Beaver Creek Road
Cascade South Highway
Clackamas County
Project IX-78(4)

Versteeg ✓
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
AUG 11 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

The letter suggests that some soils design considerations may have been overlooked in the design of the subject project. In retrospect, I cannot disagree with that possibility.

This project utilized some innovative location techniques such as R.D.S. computer programs for estimating quantities and calculating design details. The use of these new methods certainly disrupted past work habits by design personnel which offered opportunity for oversight. This diversion could be magnified also by the large number of alternatives considered.

Changes in key personnel were occurring at this time which may have allowed gaps in overall coordination of geotechnical and geological studies and evaluations.

Professional responsibility between the disciplines of soils engineering and geology have large grey areas which have left substantial communication gaps between foundation studies and soils design. (Geologists may be requested to do soils engineering and engineers to do geology investigation.) Responsive people take on the work and do their best without consideration of the professional implications. As a result, the proper disciplines have occasionally been involved too late in the process and some inefficiencies have resulted as well as some oversight.

Split responsibility for investigation and design of foundations lengthens lines of communication and increases difficulty of coordinated effort. This division between Bridge, Location and Region responsibilities has operated reasonably successfully in the past but more sophistication on equipment and processes for evaluation indicates a need for closer organization of the people and activities.

The situation has been recognized for some time and some steps have been taken to improve the situation. The appointment of a new Geotechnical Engineer was accompanied by extensive discussion of needs for professionalism, cooperation and availability of geotechnical and geological services to projects at the earliest stages. A geotechnical position was added to the staff to allow more personal communication between the groups and more

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association has been encouraged. This position is presently on loan to Region 3 where it is expected to establish working relationships with bridge foundation personnel, regional geology personnel and project manager personnel. The three groups have been placed on projects in a mode where common effort is required in problem solving such as the Devils Punch Bowl Slide and retaining wall problems.

This relationship has been assembled over the last year. I believe that the situation is i proving in the area of cooperation and technical quality, and that ultimately it may be practical to combine the groups together into an integrated organization which will allow emphasis of their individual professional disciplines and result in a more harmonious and satisfying relationship within and without the Highway Division.

GCW:ge

cc J. H. Versteeg
F. E. Terpin
E. L. Johnsen

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
JUN 28 '83

REFER TO Hunter-Kraay FHWA
FOR

Info	Inves	R/D	D/R	Sign	Act
✓					✓

Subject: Oregon Project IX-78(4)
Redland Road - Beaver Creek Road
Change Order Approval

Date: June 27, 1983

From: Division Administrator

Reply to Attn. of: HDA-OR/520.11

To: Mr. H. S. Coulter, State Highway Engineer

NOTED
F. S. HUNTER

We have now approved Price Agreements 9 through 12 and Extra Work Order 4 concerning additional compensation to the contractor for work to correct foundation failures, slides, and other unusual excavation problems encountered on this project. Copies of the approved documents are attached. The total increase in Federal-aid participation as a result of these project changes is $1,466,454.00.

The primary cause for this increase is the need to take significant corrective action at five sites on the project where extensive foundation failures and/or slides occurred over the past several months. While problems with subsurface movements and slides have not been unusual in the wet soils on projects in western Oregon, the magnitude of the problems on this project and the costs involved cause us particular concern about the extent and quality of subsurface investigation and analysis performed on this project.

The information provided in support of the above changes, as well as that presented to the Transportation Commission at its June 21 meeting, indicates that subsurface investigation and analysis were inadequate. Further, the information strongly suggests that available data indicating incompetent soils and foundations materials on the project were not adequately considered by project designers. The result is a major increase in project cost, as well as a substantial diversion of the State and FHWA engineering resources to accomplish the necessary analysis and determine the corrective work to be performed.

It may be argued that the overall project costs were not significantly affected, since this additional work should have been included in the original contract; however, we believe the fact that the contractor was cooperative in negotiating reasonable unit prices had a much greater positive effect in this situation. In any event, we believe the foundation failure and slide problems which occurred on this project strongly reinforce the need for the Highway Division to

RECEIVED
ROAD DESIGN
SECTION

RECEIVED
TECHNICAL SERVICES
JUN 30 '83
REFER TO Wheatley FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

apply thorough, systematic soils and foundations investigations on all grading projects and to provide the necessary headquarters and field resources to do so. Our concerns on this subject have been provided to you on several previous occasions.

We are aware that the next project on this route, Park Place to Newell Creek, was withdrawn from the advertising schedule to permit further soils and foundation investigations and design as a result of the experience on the subject project. In addition, I am asking my staff to carefully review all major grading projects which are advancing through design, so that we may make decisions about the adequacy of the soils and foundation investigations and the resulting adequacy of the project design.

I am available to discuss these matters further with you if you desire.

Dale E. Wilken

Dale E. Wilken

5 Attachments:
Appvd PAs 9 thru 12
Appvd EWO 4

cc w/o Attachments:
Region (HST-010.2, Mr Chassie)

STATE COPY

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

APPROVED EFFECTIVE DATE 6-3-83
Contingent upon modification of project agreement if additional funds are required.
BY Dale E. Wilson
TITLE Design Liaison Engineer

PROJECT NAME (SECTION) Redland Road -- Beaver Creek Road	CONTRACT NO. 9506 DATE 6-27-83
HIGHWAY Cascade South / COUNTY Clackamas	FEDERAL HIGHWAY ADMINISTRATION 103-1040
	F.A. PROJECT NO. IX-78(4)
CONTRACTOR'S NAME AND ADDRESS Fred H. Slate Co. P.O. Box 19238 Portland, OR 97219	PRICE AGREEMENT NO. 9

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Provide 27,000 cubic yards of embankment for the Beaver Creek Road project, contract 9547.

Payment to be based on cubic yard truck measure.

Excavate, haul, place, and compact to State Specifications for embankment in place, in the area from Sta. "M" 25+00 to "M" 32+50 as directed by the Engineer.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3009	Beaver Creek Road Embankment	27,000	Cu Yd	$3.82	$103,140.00

Approval Recommended S. K. Hansen
Field Operations Engineer

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE $ 103,140.00

SPECIFICATIONS AND PROVISIONS -- THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This Price Agreement deletes the embankment stockpile between Sta 210 and 220.

6/6/83 Chg Dsn Rdwy

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED James N Lombard 5-25-83
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE
David G. Willhite 5/24/83
David Willhite DATE

APPROVAL RECOMMENDED BY REGION
Warren Cook 6-2-83
DATE

NOTED OR APPROVED BY CONSTRUCTION
H S Cuddeback 6/3/83

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. [illegible] COPIES WILL BE SENT TO THE CONTRACTOR. REGION PR[illegible]

OFFICIAL COPY PRICE AGREEMENT

APPLYING ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

APPROVED EFFECTIVE DATE 6-3-83
Contingent upon modification of project agreement if additional funds are required.

BY Robert E. Wilkes
TITLE Assistant Administrator
DATE 6-27-83

HIGHWAY DIVISION

PROJECT NAME (SECTION)		CONTRACT NO.
Redland Road -- Beaver Creek Road		9506
HIGHWAY	COUNTY	FEDERAL HIGHWAY ADMINISTRATION PROJECT NO.
Cascade South	Clackamas	103-1040
CONTRACTOR'S NAME AND ADDRESS		IX-78(4)
Fred H. Slate Co. P.O. Box 19238 Portland, OR 97219		PRICE AGREEMENT NO. 12

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Increase flagging to allow for additional work due to Price Agreement No.s 9, & 11.

PAY ITEM NO	ITEM DESCRIPTION	EST QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3012	Flagging	400	Hour	$19.00	$7,600.00

Approval Recommended D. K. Harmon
Field Operations Engineer

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE / DECREASE $ 7,600

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS.

This Price Agreement will apply to only those hours in excess on the contract quantity for Bid Item #5.

6/6/83 D. Richards

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: James N. Lenhart (CONTRACTOR) — DATE 5-31-83

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER — DATE
David Willhite — DATE 5/31/83

APPROVAL RECOMMENDED BY REGION [redacted] — DATE 6-C-83

NOTED OR APPROVED BY CONSTRUCTION — DATE 6/3/83

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE

STATE DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

STATE COPY

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION

APPROVED EFFECTIVE DATE 6-3-83
Contingent upon modification of project agreement if additional funds are required.

BY [redacted]
TITLE [redacted]
DATE [redacted]

FEDERAL HIGHWAY ADMINISTRATION PROJECT NO.
IX-78(4)

PREFIX
103-1040 6-27-83

PROJECT NAME (SECTION)
Redland Road -- Beaver Creek Road

HIGHWAY
Cascade South

COUNTY
Clackamas

CONTRACTOR'S NAME AND ADDRESS
Fred H. Slate Co.
P.O. Box 19238
Portland, OR 97219

PRICE AGREEMENT NO.
11

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Slide corrections, embankment foundation repairs, construction of rock embankment, and slope protection. Sta. 154-157, 158-160, 183-189, 191-195, 217-219, and other locations within the project as directed by the Engineer.

Approval Recommended G.K. Hoover
Field Operations Engineer

PAY ITEM NO	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3011 A	Mobilization	All	Lump Sum	$98,000.00	$ 98,000.00
3011 B	Excavation	570,000	Cu Yd	2.38	1,356,600.00
3011 C	Reduce Bl 16, Partial	560,000	Cu Yd	1.49	-834,400.00
3011 D	Rock Embankment	34,000	Ton	6.50	221,000.00
3011 E	Rock Embankment	10,000	Ton	6.60	66,000.00
3011 F	Rock Embankment	27,000	Ton	7.50	202,500.00
3011 G	Rock Embankment	5,600	Ton	4.75	26,600.00
3011 H	Clay Stockpile	50,000	Cu Yd	2.98	149,000.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE / DECREASE $ 1,285,300.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS.

The pay items for this Price Agreement provide full compensation for any and all expense incured by the Contractor as a result of this Price Agreement and due to additional contract work and additional construction time, related to this Price Agreement.

6/1/83

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Elton D. Slate (CONTRACTOR) 6/1/83 (DATE)

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER — DATE
David Willhite 6/1/83

APPROVAL RECOMMENDED BY REGION [redacted] — DATE
Marion Craft 6-2-83

NOTED OR APPROVED BY CONSTRUCTION — DATE
6/3/83

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

STATE COPY

APPROVED EFFECTIVE DATE 6-3-83
Contingent upon modification of project agreement if additional funds are required.
BY Dalton E. Wilson
TITLE Division Administrator
DATE

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

FEDERAL HIGHWAY ADMINISTRATION

PROJECT NAME (SECTION) Redland Road -- Beaver Creek Road		CONTRACT NO. 6-24-83
HIGHWAY Cascade South	COUNTY Clackamas	PREFIX 103-1040
CONTRACTOR'S NAME AND ADDRESS Fred H. Slate Co. P.O. Box 19238 Portland, OR 97219		F.A. PROJECT NO. 1X-78(4)
		PRICE AGREEMENT NO. 10

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Throughout the project.

Settlement of all claims for work performed on this contract prior to this date.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3010	Spec. Exc. N. End	1.00	Lump Sum	$109,200.00	$109,200.00

Approval Recommended G. K. Hansen
Field Operations Engineer

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 109,200.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This Price Agreement is contingent upon approval of Price Agreement No. 11.

5/6/83
Okay
W. Richards

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Elton D. Slate (CONTRACTOR) 6/1/83 (DATE)

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE
David Willhite 6/1/83

APPROVAL RECOMMENDED BY REGION
Marion Craft 6-2-83 DATE

NOTED OR APPROVED BY CONSTRUCTION
H. S. Cundiff 6/3/83

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE [illegible] TO THE CONTRACTOR, REGION, PR

STATE COPY

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

HIGHWAY DIVISION

APPROVED EFFECTIVE DATE 6-3-83
Contingent upon modification of project agreement if additional funds are required.

BY _____ (CONTRACTING OFFICER)

TITLE Asst Roadway Engineer

DATE 6-27-83

PROJECT NAME (SECTION) Redland Road -- Beaver Creek Road	PREFIX 103-1040
HIGHWAY Cascade South	COUNTY Clackamas
FEDERAL HIGHWAY ADMINISTRATION F.A. PROJECT NO.	IX-78(4)
CONTRACTOR'S NAME AND ADDRESS: Fred H. Slate Co. P.O. Box 19238 Portland, OR 97219	DATE PREPARED May 31, 1983
	EXTRA WORK ORDER NO. 4

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE — Slide correction and clean-up throughout the project.

This EWO replaces No. 3 and establishes negotiated rates for equipment.

See price agreement No. 11

LOCATION OF WORK (STATION NUMBERS) —

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) — $220,000.00

Approval Recommended G. K. Hansen
Field Operations Engineer

SPECIFICATIONS AND OTHER PROVISIONS — Standard Specifications for Highway Construction (1974 Edition) and Project Special Provisions to apply.

Equipment rental rates shall be as follows. The rate for each item shall be determined by using the blue book rate for equipment rental by the month dividing that rate by 176 and applying the result as an hourly rate.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.

SUBMITTED BY (RESIDENT ENGINEER) David Willhite	PROJECT AUTHORIZATION $
	ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER. $
	ESTIMATED OVERRUN / UNDERRUN % $
APPROVAL RECOMMENDED (REGION) for Marvin Apt 6-2-83	APPROVED (CONSTRUCTION) H. Scheeler DATE 6/3/83
APPROVAL RECOMMENDED	

9506

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. L. Hardt
Metro Region Engineer

DATE: August 4, 1983

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Redland Road-Beaver Creek Road Section
Cascade Highway South
Clackamas County

In response to our letter of July 20, 1983, to the Division of State Lands (copy attached), a meeting is being scheduled with the concerned agencies to discuss silting of Newell Creek. The meeting is scheduled for August 26, 1983, at 10:00 a.m. on the job site. We plan to meet where the new route crosses Beaver Creek Road. Representatives from this office will include Mr. Don Adams, Mr. George Wills, and myself. Representatives from the Clackamas County Soil and Water Conservation District, Oregon Department of Fish and Wildlife, and Oregon Division of State Lands are expected to attend.

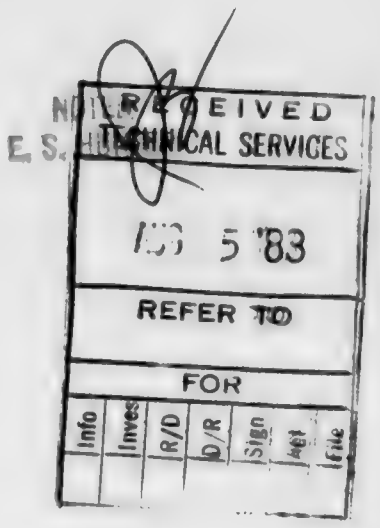
Prior to the above meeting, however, we must meet among ourselves to thoroughly discuss the issue and plan our approach. This preparatory meeting will be held in Mr. Hal Versteeg's office at 1:00 p.m., August 22, 1983. It would be appreciated if a representative from your staff would attend. Discussion will be centered around identification of the problem, if one exists, and possible solutions.

If corrective measures are identified during these meetings, for which we are responsible, agreements must be entered into with the appropriate agencies before any corrective work is begun.

DLT:kkr

Attachment

cc: E. S. Hunter
C. T. Keasey
Don Adams
George Wills
Marion Craft
Dave Willhite



81-125-1387

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: E. L. Hardt
Attention: Al Harwood

DATE: July 13, 1983

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Oregon City By-Pass Erosion Problem
Redland Rd.-Beaver Cr. Rd. Sec.
Cascade Highway South
Clackamas County

Attached is a letter of recommendations for the above project. It was collectively drafted by Frank Terpin, Dave Bryson, Fred Eriksen, Merle Anderson and myself after our recent tour of the project in company with your project managers.

The intent of the recommendations is for the erosion control work on the project. The mitigation requested by the Oregon Department of Fish & Wildlife will be handled separately.

If you have any questions or comments, please call.

DLT:mg

cc: E.S. Hunter
J.H. Versteeg
C.T. Keasey

E. S. HUNTER

RECEIVED
TECHNICAL SERVICE
JUL 14 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Dsgn | Cpl | Lay

01-125-1387

STATE OF OREGON

ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: J. H. Versteeg
Road Design Engineer

DATE: July 12, 1983

FROM: Donald L. Trout
Final Project Coordinator

SUBJECT: Oregon City Bypass Erosion Problem
Redland Rd.-Beaver Cr. Rd. Section
Cascade Highway South
Clackamas County

Portions of the Oregon City Bypass presently under construction have suffered considerable erosion damage during the past winter. Complaints have been received through the Division of State Lands from the Clackamas County Soil & Water Conservation District as well as the Oregon Department of Fish and Wildlife. Field inspections of the project substantiate their concerns. The Oregon Department of Fish and Wildlife have now requested mitigation for stream damage in one of two forms.

1. Provide fish passage along Beaver Creek Road to Upper Newell Creek where Clackamas Community College is planning to hatch and release coho salmon, or

2. Clean the existing Newell Creek gravels and/or place additional gravels to assist in recovery of the stream.

The extra rainfall last winter, along with the fact that the soil on this project is a silty loam type which erodes easily, makes erosion control difficult at best. Many straw bale sediment barriers were constructed last fall and did in fact prevent a considerable amount of silt from entering the streams. Some down pipes were constructed along with cutoff ditches and berms but were not very effective with the amount of rain and this type of soil. There was no evidence of seeding and mulching.

RECOMMENDATIONS

A. Number one priority should be to prepare the project for erosion control for next winter. This work should begin immediately. Number two priority would be to consider the request made by the Oregon Department of Fish and Wildlife.

B. It is highly recommended that the erosion control measures included in the contract plans and specifications, with some modifications, be utilized. We suggest the following:

   1. Have the Project Manager and our Landscape Architect field review the project to locate areas where immediate erosion control measures can be taken. Implement these measures now.

APPROVED
Design Engr. 6-12-83

01-125-1387

2. Field review the project to identify major erosion control measures that must be complete before fall and winter rains begin. Additional erosion control should be monitored on a daily basis and implemented as construction progresses.

3. All present cut and fill slopes, including those not completed to grade, should have the finished portions permanently seeded and mulched immediately. All portions of finished slopes constructed from now on shall be permanently seeded and mulched as increments of five acres become available.

4. Fill Slopes: The Specifications call for two tons of grass straw per acre with a straw tackifier. On fill slopes the straw quantity should be increased to four tons, the straw tackifier eliminated and the straw punched into the slope with a sheeps foot roller.

5. All unfinished roadbed areas, cuts and fills, and other areas disturbed by earthwork shall be temporarily seeded and mulched prior to construction shut down during the winter months.

C. Sediment now trapped by straw bale sediment barriers must not be allowed to erode into the streams in the future. It must be firmly stabilized by seeding and mulching, rock blanket,plastic cover etc. to keep it in place or it must be removed. In some areas sediment has gone beyond the barriers but deposits have not yet entered the stream. It is recommended these deposits be removed. The largest of these are near Redland Road. All old straw bales must be replaced or reinforced with a new row of bales behind the existing ones. It is also apparent higher sediment barriers need to be constructed during the winter to contain the sediment. See attachment A for details on this. While the old bales are being replaced, stockpile enough extra bales and stakes nearby for repairs or to make the barrier higher during the winter as the barriers fill up with sediment.

D. Where drainage draws are of such nature that straw bales would not be sufficient, check dams should be constructed with rock. Details for these are shown on Plan Sheet No. 2 D.

E. Some temporary slope drains were constructed but failed. Inlets were undermined, pipes became clogged with sediment, some pipes came apart etc.

The inlets of these pipes must be reinforced in someway to control the water and prevent erosion under and around the pipes. It is suggested that sandbags, plastic, cut-off walls, etc. could be used. The cut-off walls could be constructed of plywood and be placed in the ground two or three feet below the inlet of the pipe. A straw bale dam may have to be constructed around the inlet of the pipe to keep the silt out.

A sediment barrier of straw bales and/or rock should be constructed at the outlet. Additional pipe and materials should be stockpiled throughout the project for easy access during wet weather.

F. Soil berms were constructed on the shoulder areas of the fills and at other places to control the flow of water. With the quick erosion of the soil and the volume of water, the berms did not function well. It is suggested that straw bales, plastic or sandbags could be used in critical areas to control the water flow.

G. All erosion control features must be maintained during rainy periods, either winter or summer. It is suggested a grading inspector patrol the job daily and require the contractor to repair, replace, clean out, heighten etc. all erosion control features.

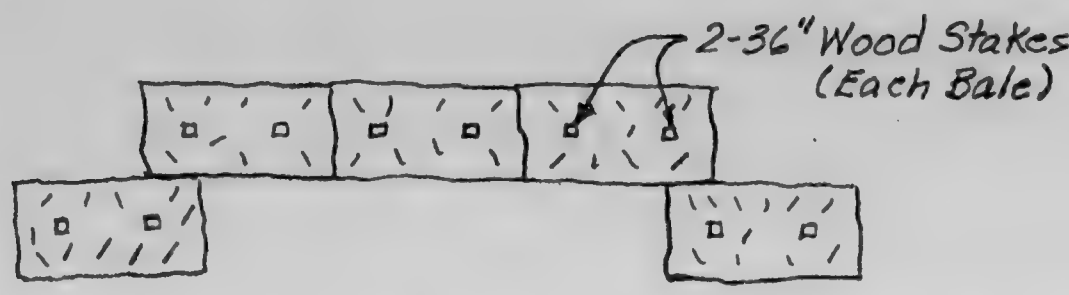
H. Make the services of our Landscape Architect available to assist the Project Manager with the application of the erosion control measures on this project.

DLT:rw

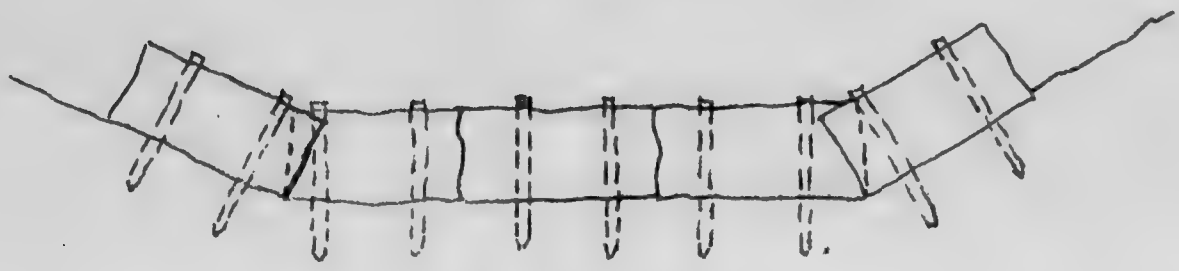
Attachment

STRAW BALE SEDIMENT BARRIERS

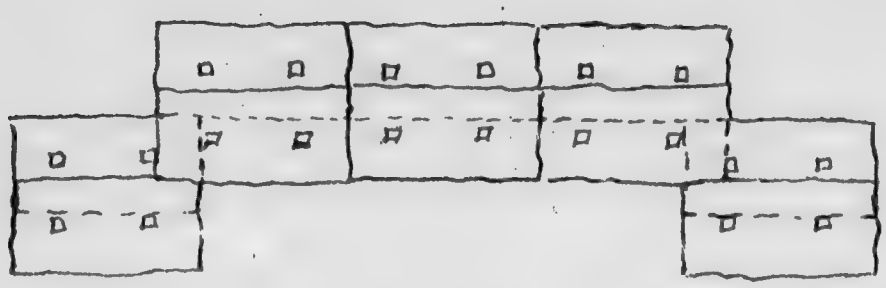
Attach. "A"



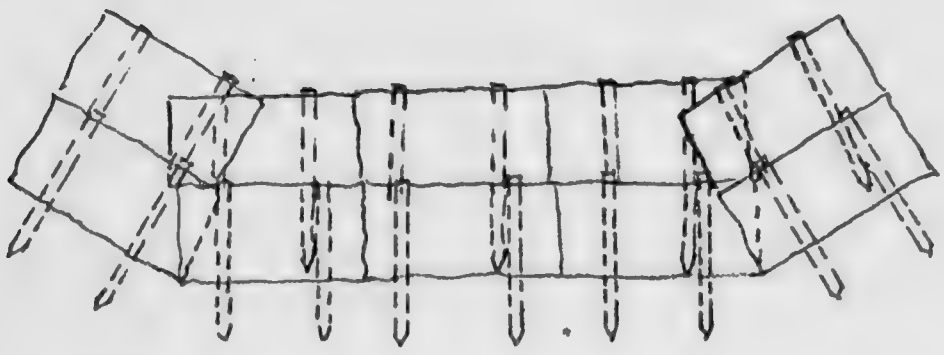
PLAN (Original Installation)



ELEVATION



PLAN (*Secondary Installation)



ELEVATION

*When Removal Of Sediment Accumulation Is Impractical.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

DATE: June 13, 1983

TO: Oregon Transportation Commission

AGENDA
JUN 21 1983

CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Redland Road-Beaver Creek Road Section
Cascade South Highway
Clackamas County
Contract No. 9506

Pulled from consent calendar & discussed orally at meeting

This Interstate Transfer grading and drainage project is approximately 48 percent complete, and it now appears that the cost will exceed the project authorization by $1,860,000 or 53.1 percent.

Substantial embankment foundation failures and earth (cut) slides became apparent following the first (1982) construction season, after the contractor had performed approximately 85 percent of the clearing, 50 percent of the drainage and 30 percent of the grading work. These incidents occurred because the soil and groundwater conditions encountered in the work differed from what was anticipated.

Extensive geotechnical restudy was jointly undertaken by State Highway Division and Federal Highway Administration personnel. Design corrections developed are expected to cost about $1.250.000.

The contractor has expressed a willingness to proceed on the revised contract work under the now-known conditions with issuance of appropriate change orders.

Three options were evaluated as alternatives for completion of the work on this project:

1. Terminate this contract, redesign and readvertise the revised work.

2. Suspend work on this contract. Design, advertise and let a separate contract for repair and/or corrective work. Allow the contractor to proceed after an anticipated four month suspension.

3. Renegotiate the existing contract to include the required repair and correction work.

Considering the first option, the Construction Section thoroughly reviewed and evaluated the prices quoted by the contractor and found them to be reasonable and justifiable. It is not expected that any lower prices could be obtained through competitive bidding.

Regarding the second option, it is our conviction the delays to construction occasioned by an extended suspension would undoubtedly result in damage claims by the present contractor. These could be expected to be extensive and include recovery of major equipment item costs, additional compensation for earthwork performed during the 1982 construction season and other related costs. The contractor has indicated that excessive grading costs incurred to date due to unforseen conditions are approximately $300,000.

The total overrun of $1,860,000 is composed of an estimated $1,285,000 in construction of the redesigned work, $109,000 compromise settlement of the first construction season claim, $258,000 of additional negotiated costs for completion of the grading under the original contract, and $147,000 additional engineering costs. The estimate also retains some of the original amounts for contingencies and anticipated items. Some $175,000 of this extra work will result in equivalent savings on future sections of the Oregon City Bypass Project.

The design revision is necessary because of our earlier error. Our studies indicate that the project cost would in all probability have been comparable to that which is now estimated if the original design had been based on the information that we now have.

In consulting with both our legal counsel and another Assistant Attorney General, we have advice that the Department of Transportation may renegotiate a contract awarded through the competitive bidding process if there has been a breach of an implied warranty; i.e., our plans implied that the project could be built as designed.

Federal Highway Administration officials concur with this proposed plan for handling this additional and corrective work.

The full impact of this overrun is not known at this time. Interstate Transfer funds may not be available to complete the entire Oregon City Bypass Project as planned, depending on the ability of the Metropolitan Service District to rearrange allocations. It may also be possible to downscope the design of later projects for surfacing and paving work in order to alleviate the immediate funding situation. Officials of Clackamas County and MSD have been apprised of the problems and of the need for additioanl funds and have not voiced objections or reservations regarding this added work.

I recommend that the authorization be increased by $1,860,000 to a new total to $4,809,561.17. This matter will be on the consent calendar for the June 21 meeting.

You may wish to discuss this matter apart from the consent calendar due to the magnitude of this work. In anticipation of your concurrence and to avoid further delay of the project and increased costs, I have authorized the commencement of this work.

HHP:mk rb

bc: F. D. Miller
R. W. Gormsen
W. E. Schwartz
C. T. Keasey
E. L. Hardt
Dave Willhite
R. D. Church
D. E. Swan
George Bell

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 1
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

June 9, 1983

In Reply Refer To
File No

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Norm Kobin
Kobin & Meyer PC
Suite 800
610 SW Alder Street
Portland, OR 97205

RE: Redland Road-Beavercreek Road
Contract No. 9506
Fred H. Slate Co.

Dear Mr. Kobin:

On Wednesday June 9, 1983, we met with your client Fred H. Slate Co. to discuss a project known as the Redland Road-Beavercreek Road project, Contract No. 9506. At the meeting James Leinbach and Elton Slate represented Fred H. Slate Co., and Allan Harwood and David Willhite represented the Oregon Department of Transportation. The purpose of the meeting was to discuss two Price Agreements that were to be entered into on the project. In particular the meeting was to discuss Price Agreements No. 10 and 11.

All parties were able to agree that the intent of the parties under Price Agreement 10 was to release the State from any and all claims that Fred H. Slate Co. had or may have had against the Department of Transportation arising out of work or the performance of any work on the contract prior to June 1, 1983.

The parties also discussed the intent behind Price Agreement 11. The parties were able to agree that the intent of PA 11 was to place Fred H. Slate Co. in the same position as if it had bid the contract anew. The only difference is that Fred H. Slate Co. is now more fully advised as to the conditions on the project. It has worked on the project for approximately a year, representatives of the company have been on the project while the State has taken drill samples, the company has had an opportunity to review all borings and has fully advised itself regarding all conditions pertaining to the work. As a result Fred H. Slate Co. has agreed to do the work described in Price Agreement 11 at the price and within the time provided in the Price Agreement. Included within Price Agreement 11 is the manner in which slide removal and repair, as defined in Standard Specification 203.46, shall be paid. Except as modified in Price Agreement 11 all of the terms and conditions of the contract shall remain the same.

If you agree with the representations made above regarding the meeting please execute a copy of this letter and return to the Department of Transportation at your earliest convenience.

Very truly yours,

Timothy Wood
Ass't. Attorney General

TW/b

Fred H. Slate Co.

cc: Scott Coulter
Bryant Jackmond
Jack Sollis
Allan Harwood
David Willhite

BOND NO 3 35 29 17
PREMIUM DUE $5,349.00

GREAT AMERICAN INSURANCE COMPANY

INCREASE RIDER

TO BE ATTACHED TO AND FORM A PART OF BOND NO 3 35 29 17 EFFECTIVE JULY 1, 1982, ISSUED BY THE GREAT AMERICAN INSURANCE COMPANY IN THE AMOUNT OF TWO MILLION TWO HUNDRED EIGHTY-TWO THOUSAND SEVEN HUNDRED THIRTY-TWO AND 15/100--------DOLLARS ($2,282,732.15) ON BEHALF OF FRED H. SLATE CO AND IN FAVOR OF OREGON STATE HIGHWAY DIVISION.

IN CONSIDERATION OF THE INCREASE PREMIUM CHARGED FOR THE ATTACHED BOND IN ITS INCREASED AMOUNT, IT IS MUTUALLY UNDERSTOOD AND AGREED AS FOLLOWS:

1. SUBJECT TO ALL THE TERMS, CONDITIONS, AND LIMITATIONS OF THE ATTACHED BOND, THE AMOUNT THEREOF SHALL BE, AND THE SAME IS HEREBY, INCREASED TO THREE MILLION SIX HUNDRED SEVENTY-SEVEN THOUSAND TWO HUNDRED THIRTY-TWO AND 15/100----------DOLLARS ($3,677,232.15)

2. DELETE PARAGRAPH (B) OF THE SPECIAL PROVISIONS AND ADD ALL WORK TO BE DONE UNDER THE CONTRACT SHALL BE COMPLETED

GREAT AMERICAN INSURANCE COMPANY

NOT LATER THAN OCTOBER 15, 1984.

SIGNED, SEALED AND DATED THIS 1ST DAY OF JUNE, 1983.

FRED H. SLATE CO.

BY: Elton D Slate

GREAT AMERICAN INSURANCE COMPANY

BY: Malcolm W. Reed
Malcolm W. Reed Attorney-in-Fact

F.14037A (SHORT) - 3-72

May 27, 1983

Executive Department
155 Cottage St., N.E.
Salem, OR 97310

AGR 1

Attention: Judy Lyda

MISC. CONTRACTS and
AGREEMENTS No. 7891

Gentlemen or Ladies:

Attached for your records is a personal service contract with CH2M Hill for specialized geotechnical lab testing.

Also attached are the following: Monthly Input Form and Contractor Selection Statement.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

dc
Att.

bc: Frank Terpin
Jack Sollis

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: May 18, 1983

FROM: Frank E. Terpin
Location Engineer

F.E.T.

SUBJECT: Specialized Geotechnical Lab Testing
Oregon City Bypass
Redland Road - Beaver Creek Road
Clackamas County

The Soils Section in the Location Unit is in need of specialized soil testing, and are requesting that the work be performed by a geotechnical consulting firm. The purpose of the outside lab testing would be to correlate the results to the in-situ field testing performed by Region 1, and the tri-axial shear tests done by our Materials Section. The differences in strength reported by the Materials Section are significantly lower than that given by the in-situ testing, which could affect the design recommendation given to the Project Manager that were based on the higher strengths.

The work to be performed by the consulting lab would be a Consolidated Undrained test at three confining pressures, with back pressure saturation and pore water measurements. Attached is a list of three consultants and their bids to perform the work. The bids were solicited over the telephone as per 734-015-015, "Selection Of Consultants To The Highway Division".

We request that you approve awarding the contract to CH2M Hill for the sum of $650.00.

Contains Recycled Materials

BIDS FOR GEOTEHNICAL LAB TESTING

CH2M Hill
5221 SW Corbett Ave.
Portland, OR 97201

Phone: 224-9190

Sum: $650.00

Foundation Sciences
1630 SW Morrison
Portland, OR

Phone: 224-4435

3 - Confining Pressures (CU Tests) @ 300 ea. = $900.00

Shannon & Wilson
2255 SW Canyon Road
Portland, OR

Phone: 223-6147

Sum: $1000.00

9506 5-23-83

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-78(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71112

2A. COUNTY NAME: Clackamas

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 5/2/83

8. FEDERAL ROUTE NUMBER: Primary 78

9. STATE ROUTE NUMBER: Secondary 160

10. GENERAL LOCATION:

Redland Road - Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK

Geophysical exploration and drilling

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 5/2/83 as requested in Mr. Keasey's letter of 5/11/83 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $15,000 Federal Funds $12,750.

RECEIVED
STATE HWY ENGR
MAY 27 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to 187

14. DATE: 5/23/83

15. SIGNATURE OF APPROVING OFFICIAL: E. J. Black

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9306

Lo. 160

ROAD DESIGN SECTION

DES 16

E. L. Hardt
Metro Region Engineer

April 13, 1983

J. H. Versteeg
Road Design Engineer

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 14 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Erosion Drainage Slides
Redland Road-Beaver Creek Road Section
Oregon City Bypass

Fred Eriksen, Final Design, and Merle Anderson, Landscape Architect, recently toured the Oregon City Bypass grading project. Merle's comments on the temporary erosion control measures taken on this tour are attached. They did not arrange for someone from your office to accompany them on the inspection trip which was unfortunate.

We will be letting a grading contract on this section of the Oregon City Bypass this spring. We need to correct all of the slope failure, erosion and drainage problems that cannot be handled under the current contract. Please have the project reviewed so we can correct any of these problems that may have developed. If you need any assistance from the Design Section, please call me.

JHV:rw

Attachment

cc: D. R. Adams
Merle Anderson
Fred Eriksen

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: April 12, 1983

FROM: Merlyn Anderson

SUBJECT: Redland Rd. - Beaver Cr. Rd. Section
Oregon City Bypass

Re: Field review of temporary erosion control measures

The project was reviewed by Fred Eriksen and myself on April 7, 1983. The following comments are on temporary erosion control procedures used on the project.

1. General: Due to above average rainfall, silt soils, and excessive subsurface water conditions, several cut and fill slopes failed. Some failures would have been difficult to anticipate, others could have been reduced in scope or damage controlled by utilizing additional temporary erosion control measures.

2. Straw Bales: Straw bales were effective in checking erosion where they were used.

3. Silt Fences: Did not see any on the project.

4. Temporary Slope Drains: Slope drains failed in all cases observed. Causes of failure were: (a) Undermining of inlet, (b) Pipes clogged with sediment.

5. Sediment Ponds & Barriers: Sediment barriers (check dams) were constructed in seasonal water channels with straw bales. The water volume was too great in many cases and the bales were displaced. We did not observe any constructed sediment ponds. No rock check dams were constructed as shown on the plans.

6. Soil Berms: Soil berms along the edge of road construction, to direct water flow, were in place throughout the project. Several berms failed due to the water volume and velocity.

RECEIVED
ROAD DESIGN SECTION

81.125.1387

SUGGESTIONS RESULTING FROM FIELD OBSERVATIONS

A. In large open graded areas the sediment needs to be trapped prior to entering the slope pipe. Rows of bales, temporary mulching, silt fences, etc., should be used.

B. Water velocities need to be decreased prior to water entering the slope pipe and/or a nonerodible barrier (such as sand bags) constructed to direct water to the inlet. Plastic sheeting could also be used to prevent undermining of pipe inlet.

C. Permanent piping with the end protruding from fill slopes should be extended with temporary pipe to the toe of fill if rip rap rock is not in place.

D. Sediment ponds should be installed at the end of temporary slope pipes in cases where water is being directed into an existing stream and where a large amount of sediment is anticipated.

E. Possibly a problem of saturating fill material by damming water behind fills in the areas designated for wet lands. More control of the water level could be achieved by installing a pipe prior to filling; then add pipe vertically as slope is built and wet land area completed.

F. Rill erosion on cuts, fills and large open graded areas could have been reduced significantly with temporary mulching.

G. Lack of sufficient subsurface drainage may have increased the potential of fill slope failure in some areas.

H. When possible, a project should be graded and completed to finished grade in sections. This project was opened up the total length without any of the areas completed.

I. A review and analysis of temporary erosion control measures during the fall season, on large grading projects, would be beneficial. Documentation of what was used and why it worked, or failed, would direct us to better methods on future projects.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

DES 16

TO: E. S. Hunter
Assistant State Highway Engineer
For Technical Services

DATE: November 10, 1982

FROM: G. H. Versteeg
Road Design Engineer

SUBJECT: Embankment Settlement
Redland Rd.-Beaver Creek Rd. Section
Cascade Highway

Contract 9506 was awarded July 10, 1982 to the Fred Slate Co. The contract specified that all work to be done between Station 110+25 and Station 143 and between Station 211+00 and Station 219+90 shall be completed not later than October 15, 1982.

Recently a bulge in the embankment counter balance was noticed between Station 114 to Station 115+50 on the westerly side of the fill. The lateral movement in this area is between two and one-half and three feet. Springs in the westside slope of the embankment are visible at this time. There are also signs of minor distress on the easterly side of the embankment.

Since the embankment was completed on October 14, there has not been any radical settlement or changes in the embankment since that date. A tattletail line was set on October 19, 1982 and there is very little evidence of movement to date. This fill was constructed of materials that had a moisture content of up to six percent over optimum. The embanked material has a reaction similar to silty soils. There were lenses of plastic clay material that was mixed into the embankment.

It is reported that the contractor made an effort to dry the material in the time available. The material in the cuts was extremely wet and the October 15 completion date limited the contractor's option. Soil tests made by the Project Manager's field crew indicated that the contractor met the specified compaction requirements for this project.

Ed Johnsen believes that the embankment will stabilize if left alone. Good weather will be needed before this fill will be dry enough to support heavy construction equipment.

The balance of the material in the cut area (350,000 c.y.) is extremely wet but is suitable for embankment construction if properly dried out. The next contract to complete the grading work must allow sufficient time to permit adequate drying of these materials.

Contains Recycled Materials

It is apparent that we need to gather some additional soils information on the materials in the cut areas. This information will be made available to the bidders so that they can bid intelligently on the grading portion of this project.

Our current proposal would be for a structure contract in December, 1982, a grading contract in the spring of 1983 and a surfacing contract in the fall of 1983 or winter of 1984. It does not appear that the surfacing can be completed until the fall of 1985.

Present at the November 4 meeting to discuss this project were Walt Hart, Ed Johnsen, Jack Sullivan, Al Harwood, Rob Cameron, Don Adams, Fred Eriksen and myself.

JHV:rw

cc: C. T. Keasey
E. L. Hardt
Walt Hart
Ed Johnsen
Jack Sullivan
Al Harwood
Rob Cameron
Don Adams
Fred Eriksen

RECEIVED
TECHNICAL SERVICES
DEC 12 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9506

10-28-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-78(4)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71112

2A. COUNTY NAME: Clackamas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8/18/82

8. FEDERAL ROUTE NUMBER: Primary 78

9. STATE ROUTE NUMBER: Secondary 160

10. GENERAL LOCATION:

Redland Road - Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK

Seal abandoned water wells

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

I approve the advance authorization date of 8/18/82 as requested in Mr. Keasey's letter of 10/22/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $2,400 Federal Funds $2,040.

(Funds have been reserved in the Project Agreement for the above authorization. Project Agreement dated 7/21/82)

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STATE HWY ENGR
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FOR

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14. DATE: 10/28/82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Keasey

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9506 10-18-82 L.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-78(4)
2. STATE PROJECT NO.: See below
2A. COUNTY NAME: Clackamas

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 71112

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

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7. DATE AUTHORIZATION EFFECTIVE: 8/27/82

8. FEDERAL ROUTE NUMBER: Primary 78

9. STATE ROUTE NUMBER: Secondary 160

10. GENERAL LOCATION:
Redland Road - Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of project agreement estimate if addtional funds are required, this will confirm, as requested by Mr. Swan's letter of 10/11/82 the advance approval date of 8/27/82 to proceed with the actual adjustments to Portland General Electric's aerial power line relocation of the Canemah McLoughlin 115kv lines #1 and #2 on an actual cost basis estimated to be $34,514 Federal Funds $29,337.

I approve the agreement with Portland General Electric.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

NOTED
W. E. SCHWARTZ

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/18/82	G. K. Hansen	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9506

ROW 18-4

October 11, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Program Control Engineer

SUBJECT: Aerial Power Line Relocation
Portland General Electric Co.
Redland Road - Beaver Creek Road Section
Cascade Highway South
Clackamas Highway
Project No. IX-78(4)

Here is a copy of an estimate of cost to adjust Portland General Electric Company facilities dated August 31, 1982, and a sketch showing their proposed relocation.

A certification prepared by Ted Inloes as to the Company's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the Company dated May 12, 1982 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 27, 1982 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $34,514.

JMC/DES/llr
Enclosure
cc: E. S. Hunter
J. M. Cartwright
Ted Inloes

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OCT 12 '82
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FOR
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File

9506

ROW 18-4

August 27, 1982

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe, Area Engineer

NOTED
E. S HUNTER

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Portland General Electric Company
Redland Road-Beaver Creek Road Section
Cascade Highway South
Clackamas County
Project No.

Dear Mr. Lowe:

Confirmation of your verbal authorization for Portland General Electric Company (PGE) to proceed with the relocation of their aerial power line facilities in conflict with this project as of August 27, 1982 is requested. An estimate of cost has been received from PGE. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 27, 1982 is approved

T P Lowe

Thomas P. Lowe, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
E. L. Hardt
Ted Inloes
Pete Gonzalez

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R/W & UTILITY UNIT

9506

CON 5

DATE: July 14, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IX-78(4)

Contract 9506, Work Started July 8, 1982

Project Redland Road-Beaver Creek Road

Highway Cascade South

County Clackamas

RDC:mk

cc: R. D. Church

File 100

July 2, 1982

Oregon City Bypass —

Redland Rd. – Beaver Creek Rd. sec.

Fish and Wildlife Mitigation Measures

1. Fish Passage

Installation of 14' dia. str. R Pipe, Invert buried 5', Filled with Riprap and 4"-0" gravels to provide near natural fish habitat.

2. Construction Timing

Provision in spec's. to control time of in water activities to July 1 to Sept 10.

3. Buffer Strips

The toe of fill, with the exception of two small areas, is 100 feet or more from the creek.

4. Abernethy Creek Culverts

With the revision of channel changing the creek adjacent to Redland Road we eliminated the culvert situation.

5. Run off

Storm run off will be carried to Newell Creek and we have created four small wetland areas.

6. Land acquisition

It is suggested some undeveloped land along Newell Creek be kept in its natural state for wildlife protection. It would appear the only practical way to do this would be to retain ownership of some "remainder" R/W acquisitions along Newell Creek.

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

March 6, 1980

Redland Rd - Beaver Cr Rd
Cascade Highway South
Clackamas Co.

Mr. Leon Brock
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

OREGON CITY BYPASS

Dear Mr. Brock:

The Oregon Department of Fish and Wildlife wishes to summarize the comments made at the February 12, 1980 meeting concerning the Oregon City Bypass Project.

Newell Creek, in its existing condition, supports a natural run of coho salmon, steelhead trout, and cutthroat trout. The canyon itself is in a rather natural state and provides habitat for many wildlife species. The proposed bypass route (Alternative B) would have significant impacts to the area. Therefore, our Department would prefer Alternative Route A that bypasses the Newell Creek canyon.

However, many other factors were involved in the Highway Division's decision to pursue Alternative B. If the Newell Creek route is selected as the preferred alternative by the Highway Division, we would recommend the following mitigative measures.

Fish Passage. Fish passage shall be maintained at the Newell Creek Crossing. We recommend an open bottom arch culvert of at least 14 feet in width that maintains the existing stream meanders. We also recommend that stream bank disturbance during construction be kept at an absolute minimum.

Construction Timing. To minimize disturbance of fish migrations and spawning, all in-water activities shall take place between July 1 and September 10.

Buffer Strips. A minimum of 100 feet shall be left undisturbed between Newell Creek and the toe of the highway fill.

Abernathy Creek Culverts. These culverts shall be placed at zero gradient and below streambed elevation.

Please review job to advise level of compliance

REFERRED TO
Stoudenmeyer
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Watson
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Dorn
Erikson
Sole
Hagar
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BY FINAL DESIGN ENGINEER

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MAR 7 1980
ROAD DESIGN SECTION
Action

Runoff. In the section below the Newell Creek crossing, the highway should be designed to transport as much storm runoff as possible into Abernathy Creek. This would help maintain Newell Creek water quality for fish spawning and rearing. If diversion of the runoff is not practicable, we would recommend wetland creation or retention ponds above the highway to release storm runoff as slow as possible.

Any wetland creation in the upper Newell Creek canyon shall have a 100-foot buffer between the wetland and Newell Creek.

Land Acquisition. We support the U. S. Fish and Wildlife Service recommendation to acquire several parcels of undeveloped land in the area to assure wildlife protection.

We hope these comments will help in your planning process. If we can be of further help in explaining our position, please call me at 229-5680.

Sincerely,

Brent O. Forsberg
Staff Biologist
Environmental Management Section

cc: U. S. Fish and Wildlife Service, Marv Yoshinaka
Oregon State Highway Division, Priscilla Harney
Jay Massey

BOF:ek

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E June 23, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 24, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 24, 1982 on the following projects:

1. Burns Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette Rock Production
   Willamette Highway, Klamath County
   Aggregate Crushing

   Same as No. 1.

3. Division Street NE-Trade Street SE (Salem)
   Front Street, Marion County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

4. Columbia River Highway @ Sauvie Island Road
   Multnomah County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

5. Redland Road-Beaver Creek Road
   Cascade Highway South, Clackamas County
   Grading and Drainage

   Grading only. Later surfacing contract will have eight-foot shoulders for pedestrian and bicycle use.

6. Clatskanie River (Clatskanie) Bridge
   Nehalem Street, Columbia County
   Structure

   Thirty-four foot road with eight-foot sidewalks on structure for pedestrian and bicycle use.

7. S. Umpqua River (Missouri Bottom) Bridge
   Pacific Highway, Douglas County
   Structure

   Structure repair on Interstate Highway. Ten-foot shoulders available for pedestrian and bicycle use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Medford Complex Building and Site Alterations
   Jackson County
   Building Alteration and Repair

   Same as No. 1.

9. Columbia River Bridge (North and South Channels)
   East Portland Freeway, Multnomah County, Oregon
   and Clark County, Washington
   Illumination

   Roadway lighting on this project will also illuminate pedestrian-bikeway within the limits of this project.

10. Emigrant Hill-Meacham
    Old Oregon Trail, Umatilla County
    Paving

    Resurfacing project. Ten-foot shoulders available for pedestrian and bicycle use.

    Same as No. 7.

RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

9506

STATE OF OREGON

ROAD DESIGN SECTION

DES 16

INTER-OFFICE MEMO

160

TO R. R. Cameron
Project Manager

DATE June 22, 1982

FROM Don Adams
Final Design Engineer

SUBJECT Redland Road-Beaver Creek Road
Cascade Highway South
Clackamas County

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9208-00	Cascade Hwy. South Mainline	28' Right	Profile Grade
9208-01	Cascade Hwy. South Mainline	28' Right	Subgrade
9208-02	Cascade Hwy. South Mainline	Centerline	Profile Grade
9208-03	Cascade Hwy. South Mainline	Centerline	Subgrade
9208-04	Cascade Hwy. South Mainline	28' Right	Profile Grade
9208-05	Cascade Hwy. South Mainline	28' Right	Subgrade
9208-06	Cascade Hwy. South Mainline	28' Left	Profile Grade
9208-07	Cascade Hwy. South Mainline	28' Left	Subgrade
9208-08	Cascade Hwy. South Mainline	Centerline	Profile Grade
9208-09	Cascade Hwy. South Mainline	Centerline	Subgrade
9208-10	Cascade Hwy. South Mainline	28' Right	Profile Grade
9208-11	Cascade Hwy. South Mainline	28' Right	Subgrade

DRA:ja

Attachments

cc: Jim Grassman

Contains Recycled

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	IX-78(4)
2. STATE PROJECT NO.	See below
2A. COUNTY NAME	Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/2/82	Primary 78	Secondary 160

10. GENERAL LOCATION:
Redland Road - Beaver Creek Road Section

11. GENERAL DESCRIPTION OF WORK
Grad and drain

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [X] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)*
  on the job Training $1,600
  Temporary Erosion Control $5,000

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,236,159 Federal Funds $2,750,735.

A signed copy of the Title Sheet is returned herewith.

Orig w/all to 6-7-82

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STATE HWY ENGR
JUN 9 '82
REFER TO
Mollmann
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/82	[signature]	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9566

160

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 27, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

RECEIVED
MAY 2 7 1982
ROAD DESIGN
SECTION

SUBJECT: Redland Road - Beaver Creek Road Section
Oregon City By-Pass
Clackamas County
Federal Aid Project No. IX-78(4)

We hereby request the requirements of paragraph 5 of FHPM 6-4-2-1 and paragraph 7 of FHPM 6-4-1-6 (relative to contracter's working restrictions, immediate occupancy and use at the anticipated advertising date) be waived as being in the public interest for the above mentioned project.

Right of way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right of way. Occupants have vacated all residential, commercial and farm buildings.

All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

The above statements are correct except for Files 51442-Kmetic, 51449-Dugan, 51455-Trachsel. Negotiations have been completed on these parcels and they are in the process of being condemned. The State will not be able to complete the condemnation process and obtain legal and physical possession of these properties until July 10, 1982.

These are all unimproved properties and there will be no relocation involved. These files represent 41% of the length of the project, so we feel it would not be prudent to award the project before the July 10, 1982 date. Coversely, we feel

Form 734-3122

we should not postpose the advertising date for then we would not be ready to award the very day the right of way is clear. This is very important because this is a grading project and good weather is of utmost importance for grading work.

The specifications will contain a statement informing the constractors that the project will not be awarded before July 10, 1982 so they can plan accordingly.

DAR:lms

cc: J.H. Versteeg
Jack Sullivan
Rod Henry

9506

Dec. 160

ROAD DESIGN SECTION

DES 16

Ted Inloes
Region Utilities Specialist

May 25, 1982

Fred Eriksen
Fred Eriksen
Design Team Supervisor

Power Line Clearance, Station 196+30
Redland Road-Beaver Creek Road Section
Cascade Highway South

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
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RECEIVED
MAY 25 1982
ROAD DESIGN SECTION

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Action

Pursuant to discussion of power line clearances at the May 18 meeting in Don Adams' office, we have revised grades on the subject project.

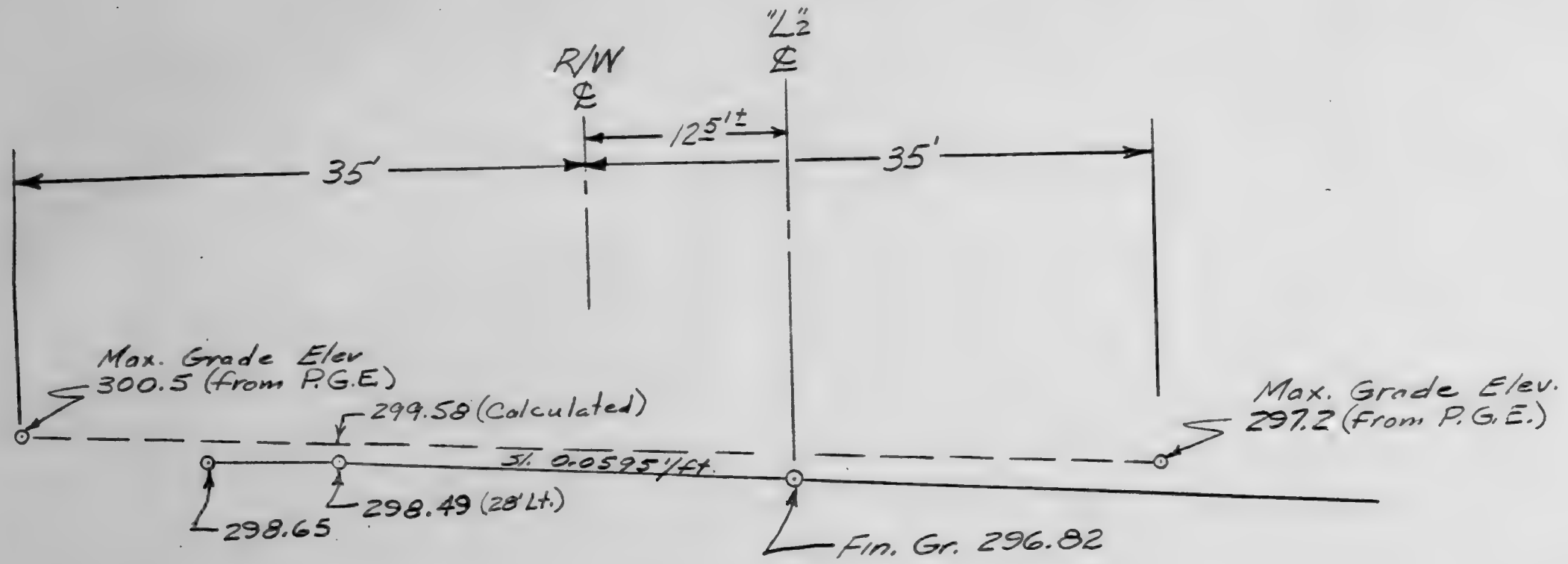
The profile grade was lowered at the PGE line crossing near Station 196+30 by inserting a P.L. and 400-foot V.C. at Station 196+00. This revision will be on the contract plans. Resulting clearance is approximately one foot more than requested by PGE in order to allow for minor inaccuracies. Since no transit ties to the PGE line are available, the point of crossing was scaled from our 1"=100' Detail Map and seems to agree with your field observation.

Attached is a cross-section at Station 196+30 showing the relationship of the new grade to clearance line.

FE:ja

Attachment

cc Rob Cameron (w/attach.)
Don Adams "
Tom Edwards "



196+30

REDLAND RD-BEAVER CR. RD. SEC.

Grade Line As Revised 5-21-82

7564

160

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 20, 1982

FROM: TED INLOES
Region Utilities Specialist

SUBJECT: PLAN IN HAND REVIEW
Redland Rd.-Beavercreek Rd. Section
Cascade Highway South
Clackamas County

Versteeg
Anderson
Adams
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RECEIVED
MAY 21 1982
ROAD DESIGN SECTION

Do Not File ☐
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Action

I went to Salem in the afternoon of May 18, 1982 to attend a plans in hand review of the subject project. Those attending were Don Adams, Fred Erickson, Tom Edwards, Marion Craft, Maury Payne, Rob Cameron, and myself.

I had three topics that I wanted to discuss: 1) Roadway clearance to PGE's 230KV crossing at Engr. Sta. 196+30±, 2) clearing of large trees for PGE's 115KV pole lines relocation, Engr. Sta. 177+00 to 196+00, and 3) the need to mention the Tri-City Sewer District's proposed construction of sewer in the shoulder of new roadway alignment.

1. Roadway Clearance to Portland General Electric 230KV aerial line crossing near Engr. Sta. 196+30 - John Wiitla, PGE Engineer, called me at 3:30 p.m. and said they had tied their field data to our elevation data, and that PGE had arrived at a maximum roadway finish grade elevation directly under the lowest wire. They referenced their data to Engr. Sta. 196+30. The finish grade of the roadway cannot be higher than EL. 300.5 ft. at 35 ft. left of R/W centerline, and EL 297.2 ft. 35 ft. right of the R/W centerline. These elevations do not reflect a 32 ft. minimum clearance that PGE had previously requested. These elevations are based on a special condition that PGE allowed for this project crossing. Mr. Wiitla stressed that these are maximum elevations and that additional clearance would be appreciated.

From a quick observation these elevations were approximately 1 1/2 to 2 feet below our designed finished grade. Tom Edwards and Rob Cameron agreed that these elevations could be accommodated without holding up the construction plans, and that Cameron should furnish Edward field data on the exact stationing of the crossing at 35 Ft. left and right of R/W centerline. The elevations 300.5 Lt. and 297.2 Rt. will become the maximum elevations at these locations. An addendum letter was discussed to document this revision to the finish grade.

2. Clearing of large trees for PGE (2) 115KV aerial line relocation between Engr. Sta. 177+00 and 196+00 - I asked the group if we could allow PGE to clear the required area for their pole line's relocation or if we should include in the clearing and grubbing by the contractor. There was very little discussion or recommendation for this topic. Maury Payne suggested we leave a buffer between the roadway and the pole line clearing.

81-125-1387

Contains Recycled Materials

The question was asked how big an area would be required for the pole lines. I will discuss this with PGE and will recommend they construct their lines adjacent to the R/W line and that they be allowed to clear a reasonable width for their relocation.

3. Tri-City Sewer District cannot construct their proposed sewer main between Beavercreek Road and Redland because the roadbed between Sta. 123+00 and 143+00 will not be built under this contract. It was mentioned that the base and surfacing would be included in the last stage contract. This should allow Tri-City Sewer plenty of time for their proposed sewer main construction.

TI/gw
cc Marion Craft
Maury Payne
Rob Cameron
Don Adams
Fred Erickson
Tom Edwards
Jack Cartwright

1982 Clatskanie R. Br. Sec. of Nehalem St. (Structure) 9507

8-31-81

CLA [redacted]
7516

CLA 10,920 7-19-82, 1-31-83

HIGHWAY DIVISION
INVOICE

INVOICE NUMBER: 139089

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DATE	YOUR ORDER NUMBER	BILLING REQ. NUMBER
4/3/84		CA 2753

NEW

CITY OF CLATSKANIE
PO BOX 9
CLATSKANIE OR 97016

CODE	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT
CLATSKA		324	01			2,165.13
	505-1004	296	00	000		2,165.13
	505-1004	295	00	000		(2,165.13)

DESCRIPTION		TOTAL PRICE
CLATSKANIE RIVER BRIDGE CONTRACT 9507 BRS-A752(1) BHS-A752(2)		
TOTAL PROJECT COSTS	189,790.29	
LESS: FEDERAL FUNDS	(145,715.16)	
LESS: ADVANCE PAYMENTS	(41,910.00)	
TOTAL DUE FROM CITY		2,165.13

FOLD

PROGRAM SECTION
MANAGER _____ PROJECT UNIT _____
MAN. ASSIST. _____ PROJECT UNIT _____
REFER TO _____
FOR _____

110.08 ACCT. FINAL

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:

_____ PH: _____ FOR CORRECTNESS OF CHARGES

OR J PETERSON PH: 378-6232 PREPARER OF INVOICE

734-1150 (7-81)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/16/84

CITY: CLATSKANIE AGREEMENT NO: 7516 PROJECT NO: BRS-A752(1)

CONTRACT NO: 9507 SECTION: Clatskanie River Br. FAS A752 Nehalem Street

PRELIMINARY ENGINEERING: Prefix 505-1901

	PARTICIPATING	NON PARTICIPATING
Resident Engineer	$ 497.96	
Consultant Fees	18,600.00	
Final Design	68.47	
Signing (Traffic Department)	78.88	
Project Management	261.96	
Specifications	698.54	
Administrative Services Engineering	20.67	
Environmental Section	318.58	
Department of Transportation	(1.34 CR)	
Foundation Investigation	(12.51 CR)	
Right of Way Utility Engineer	3.10	
TOTAL P.E. COST	$ 20,534.31	0.00

CONSTRUCTION: Prefix 505-1004

Work Performed by Contractor	$140,238.05	$
Interest on Final Payments		14.17
All Engineering Expense	1,259.99	72.84
Consultant Fees	16,940.67	7,559.33
Audits by Accounting Section	335.88	
Project Management	133.23	
Material Testing Lab	2,272.56	
Technical Services	169.59	
Construction Section	259.67	
TOTAL CONSTRUCTION COST	$161,609.64	$7,646.34

SUMMARY:

Total Participating P.E. Cost		$ 20,534.31
Total Participating Const. Cost		161,609.64
TOTAL FEDERAL AID PARTICIPATING COST		$182,143.95
Less Federal Aid Funds:		
P.E. 80%	$ 16,427.45	
Const. 80%	129,287.71	$(145,715.16)
CITY SHARE 20%		$ 36,428.79
Plus Non Participating City Cost		7,646.34
Less City Advance Deposits		
P.E. 11-16-81	$ 5,910 IP	
Const. 7-12-82	36,000 IP	(41,910.00)
BALANCE DUE FROM CITY		$ 2,165.13

MKS:pf

9507 (C 7-24-13 (

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Clatskanie River (Clatskanie) Bridge City Street, Columbia County					
	Construction					
	Type Code X031					
	Structure, Bridge No. 10203 (Sta. 3+79.25 To Sta. 4+77)					
	Final Contract Payment Summary	Lump	Sum		$140,238.05	
	Construction Engineering					
	Work by OBEC Consulting Engineers	All	Required		16,940.67	
	State	All	Required		4,095.04	
	Total Participating Construction Engineering				$ 21,035.71	
	Misc. Project Cost					
	Audit Expense	All	Required		335.88	
	Total Participating Project Cost				$161,609.64	
	Nonparticipating Project Cost					
	Interest on Final Payments	All	Required		14.17	
	Work by OBEC Consulting Engineers	All	Required		7,559.33	
	State	All	Reuqired		72.84	
	Total Nonparticipating Project Cost				$ 7,646.34	
	Total Project Cost				$169,255.98	
	Prepared based on Particpating Costs as shown on Federal Billing as of 8/11/83.					
	AMOUNT CARRIED FORWARD					

305-1004

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE	FEDERAL AID PROJECT NO.
Oregon	BHS-A752(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 6-2-82 To: 6-6-83

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$169,255.98	$161,609.64	80%	$129,287.71	$129,287.71	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 7/28/83 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

801 OREGON STATE HIGHWAY DEPARTMENT 09/22/83 PAGE 70
BILLING NUMBER 09 FHWA BILLING VOUCHER

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AMD CODE	AMOUNT OF THIS VOUCHER
503-1096	1#	HHSO-000S-031 APPR-145	1,171.63	1,326.95	1,301.81	90.00	1,171.63	1,171.63		
504-1037	1 RS	-A736-001 APPR-075	30,035.00	30,439.54	30,360.56	88.18	26,771.94	26,771.94		
504-1038	1 RS	-A737-002 APPR-075	273,358.00	307,486.03	307,348.96	88.18	271,020.31	271,020.31		
505-1004	1# BHS	-A752-002 APPR-118	129,287.71	169,255.98	161,609.64	80.00	129,287.71	129,287.71		
505-1006	1 RRP	-A747-001 APPR-139	51,772.00	19.06	19.06	90.00	17.15	17.15		
505-1007	1 RS	-A744-001 APPR-075				88.15				
505-1093	1 RS	-A756-001 APPR-075	551,588.00	648,994.30	647,091.45	85.77	555,010.34	551,588.00	3,422.34 B	
505-1098	1 BRS	-A743-001 APPR-118	129,768.00	167,112.15	161,598.09	80.00	129,278.47	129,278.47		
506-1069	1# RS	-A429-001 APPR-075	280,914.95	318,669.50	318,569.91	88.18	280,914.95	280,914.95		
506-1084	1 RS	-A426-002 APPR-075				88.15				
507-1046	1# RS	-B378-002 APPR-075	577,149.80	654,577.35	654,513.27	88.18	577,149.80	577,149.80		
508-1063	1# RS	-A701-003 APPR-075	290,715.26	329,989.82	329,683.90	88.18	290,715.26	290,715.26		
508-1065	1# PMS	-000S-104 APPR-140	86,813.09	87,822.32	86,813.09	100.00	86,813.09	86,813.09		
510-1012	1 BRS	-A409-003 APPR-118	552,464.00	696,052.20	696,010.49	80.00	556,808.39	552,464.00	4,344.39 B	
510-1022	1 RS	-A409-006 APPR-075		5,096.42	5,096.42	88.15	4,492.49		4,492.49 A	
510-1024	1 RS	-A409-005 APPR-075		7,285.32	7,285.32	88.15	6,422.01		6,422.01 A	
510-1025	1 RS	-A410-001 APPR-075		242.74	242.74	88.15	213.98		213.98 A	
510-1079	1# RRS	-A736-001 APPR-138				90.00				
511-1081	1# RS	-B452-001 APPR-075	388,331.88	478,562.46	452,601.26	85.80	388,331.88	388,331.88		
512-1055	1# RS	-B536-002 APPR-075	314,929.32	367,398.46	367,178.87	85.77	314,929.32	314,929.32		
513-1065	1 BRS	-B475-001 APPR-114	71,765.00	91,903.14	91,770.29	80.00	73,416.23	71,765.00	1,651.23 B	
513-1068	1 RS	-B474-001 APPR-075		366.75	366.75	81.83	300.11		300.11 A	
514-1086	1# RS	-B428-001 APPR-075	497,538.27	580,982.37	579,881.43	85.80	497,538.27	497,538.27		
515-1023	1# RRS	-B761-001 APPR-138	47,709.95	53,011.05	53,011.05	90.00	47,709.95	47,709.95		
515-1025	1# RS	-A368-003 APPR-075	367,112.76	421,462.57	416,323.96	88.18	367,114.47	367,112.76	1.71 B	
	8# RS	-A368-003 APPR-075	50,578.69	57,381.10	57,358.70	88.18	50,578.90	50,578.69	.21 B	
515-1025	PREFIX TOTALS		417,691.45	478,843.67	473,682.66		417,693.37	417,691.45	1.92	

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	504 1038	945	00	P	1			671.95	82	83
	504 1038	946	00	P	1			429.32	82	83
	504 1038	948	00	P	1			480.96	82	83
		TOT	P1					307,348.96		
		TOT	N1					137.07		
		** JOB TOTALS **				**	**	307,486.03 **		
CLATSKANIE R(CLATSKANIE)8	CONT NO 9507 * FA PROJ NOS BHS A752002 100								STATE	
	505 1004	201	00	P	1			140,238.05	82	83
	505 1004	206	00	N	1			14.17	83	83
	505 1004	295	00	N	9			36,000.00 ✓	82	83
	505 1004	296	00	N	9	58.27	.71	165,647.71CR	82	83
	505 1004	297	00	N	9	58.27CR	.71CR	129,247.71	82	83
	505 1004	900	00	P	1+		72.84CR	206.00 ✓	82	83
	505 1004	900	00	N	1		72.84	72.84	83	83
	505 1004	904	00	P	1			16,940.67	82	83
	505 1004	904	00	N	1			7,559.33	83	83
	505 1004	915	00	P	1			316.83	83	83
	505 1004	920	00	P	1			133.23	82	83
	505 1004	940	00	P	1			568.95	82	83
	505 1004	941	00	P	1			503.14	82	83
	505 1004	942	00	P	1			1,137.47	82	83
	505 1004	944	00	P	1			169.59	82	83
	505 1004	945	00	P	1			239.67	82	83
	505 1004	948	00	P	1 add to 900			1,083.99 ✓	82	83
		TOT	P1				72.84CR	161,609.64		
		TOT	N1				72.84	7,646.34		
		** JOB TOTALS **				**	**	169,255.98 **		
BNRRXING-OLD PORT RD	CONT NO FA PROJ NOS RRP A747001 100								STATE	
	505 1006	920	00	P	1	19.06	19.06	19.06	83	83
		TOT	P1			19.06	19.06	19.06		
		** JOB TOTALS **				19.06 **	19.06 **	19.06 **		
ROCK CREEK BRIDGES	CONT NO 9115 * FA PROJ NOS RS A756001 100								STATE	
	505 1093	201	00	P	1			578,433.45	80	81
	505 1093	201	00	N	1			845.00	81	81
	505 1093	206	00	N	1			907.23	82	82
	505 1093	296	00	N	9			575,054.00CR	80	82
	505 1093	297	00	N	9			23,466.00	80	80
	505 1093	298	00	N	9			551,588.00	80	82
	505 1093	900	00	P	1			12,827.49	80	82
	505 1093	900	00	N	1			40.03	80	81
	505 1093	904	00	P	1			54,500.00	82	82
	505 1093	915	00	P	1			319.44	81	81
	505 1093	920	00	P	1			162.26	80	81

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

9507

REGION NO.	REPORT NO.	COUNTY	DIVISION
10		Columbia	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
May 25, 1983	David J. Stitz		BHS-A752(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
October 19, 1982	April 11, 1983	99 %	89 CD
APPROVED EXTENSIONS	**LOCATION**		
	Clatskanie River (Clatskanie) Bridge Section of FAS Route A752.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Besides additional and incidental, work on the project included (1) remove existing end span at north end of structure, and (2) construct new end span at north end of structure and replace railing full length of structure on each side.

2. CONTRACTOR'S NAME: Don Haisch Construction, Inc.

3. CONTRACT AMOUNT: $133,523.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
JUN 7 '83
REFER TO
FOR
Init. | Init. | R/W | Dft. | Sign | Ack. | File

SIGNATURE (SHD OFFICIAL) T Keasey

TITLE Constr. Engr.

NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE		SIGNATURE G K. Hossner	
TITLE	DATE 6/3/83	TITLE FOE	DATE 6/6/83

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9507

May 16, 1983

United States Fidelity & Guaranty Co.
P. O. Box 1701
Portland, OR 97207

CON 5
#9507

Gentlemen:

On April 19, 1983, we wrote to you concerning release of final payment on Contract No. 9507 awarded to Don Haisch Construction, Inc. for structure work on the Clatskanie River Bridge in Columbia County.

Final payment on this contract is $944.50. The total contract amount is $140,238.05 and no work was performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

cc: Don Haisch Construction, Inc.
2119 S.E. 186th Street
Portland, OR 97233

bc: C. T. Keasey
Walt Hart
E. L. Hardt

9507

STATE OF OREGON
HIGHWAY DIVISION
External Audit - 378-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Operations Progr. Engr.
Project Management

DATE: January 31, 1983

FROM: Vernon E. Skoog
Controller

SUBJECT: Pre-award Evaluation
O.B.E.C. Consulting Engineers
City of Clatskanie
Nehalem Street Bridge

MISC. CONTRACTS and
AGREEMENTS No 10[illegible]

Your memo dated January 14, 1983, requested that we perform a pre-award evaluation on the supplement agreement submitted by OBEC Consulting Engineers, as required by federal and state procurement procedures.

It is recommended that the breakdown of charges for sidewalk end redesign and right-of-way relocation, which was submitted to our office by OBEC's General Manager Mr. Wally Palmateer, be included as an attachment to the supplemental agreement.

We recommend approval of this supplemental agreement contingent upon the incorporation of the attached breakdown.

KJ:cl

81-125-1387

Contains Recycled Materials

9507

OREGON STATE HIGHWAY DIVISION

TO: Buz Swan 505-1901

SUBJECT: Nehalem St. Bridge Supplemental Consultant Agreement.

FROM: Jon Rose

DATE: 1-12-83

Attached is a proposed supplemental agreement between the City of Clatskanie and OBEC. This is to cover additional costs incurred by OBEC resulting from a change made during construction. The change is the subject of a price agreement submitted by project monitor Mike Smith who tells me that the work appears to be eligible for federal participation.

Mike is familiar with the problem so he should be contacted if you need any additional information. If it appears ok as written, please process for federal approval.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

5

CC: _____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

OBEC CONSULTING ENGINEERS

January 6, 1983

Mr. Mike Smith, Region Office Engineer
Oregon State Highway Division
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

OM MPE OE PPM CE
TOS RECEIVED ME
US JAN 10 1983 FEM
CSA Metro Region TAM
SC PA LM MD LM

Re: Nehalem Street Bridge
Revisons to the NW Corner
OBEC Project No. 237-2

Dear Mike:

At the request of the City and one overly concerned party whose business lies in the proximity of the project, OBEC was asked to redesign the existing sidewalk end.

This work required considerable modifications to the already poured walk section including recutting of the sidewalk, new support details, and the ramp.

In making this change, we were challenged to prove we were within the right-of-way of the City. Much confusion as to the true right-of-way existed, and it required much research of County records, title company records, etc., to establish with certainty that the proposed revision did not encroach upon adjacent properties.

A Price Agreement for this work with the Contractor has been initiated by OBEC and is awaiting State approval.

With the addition of the pending Price Agreement and revision to the Consultants Agreement, we anticipate final costs to be $15,400 under the Contract Authorization amount of $180,037.

Very truly yours,

W. A. Palmateer
General Manager

WAP:ps
Enclosures

cc: Del McPherson - City of Clatskanie

244 COUNTRY CLUB ROAD • EUGENE, OR 97401 • (503) 683-6090

9507

FAS A752

STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Clatskanie River (Clatskanie) Bridge

HIGHWAY: FAS A752 (Nehalem Street)

COUNTY: Columbia

CONTRACT: 9507

PREFIX: 505-1044

F.A. NO.: BHS-A-752(2)

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RW 1-5-83

RECEIVED
JAN 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

SUMMARY

Items	Original	Semi-Final	% (+ or -)
Bid Items	$133,523.00	$133,151.10	- 0.27%
Anticipated Items	25,100.00	1,100.00	- 95.62%
Contingencies	7,138,04	-0-	- 100.00%
Engineeering	14,276.07	18,000.00	+ 26.09%
P.A. No. 1	-0-	885.45	+ 100.00%
P.A. No. 3	-0-	4,750.00	+ 100.00%
TOTALS	$180,037.11	$157,886.55	- 12.30%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

Restoration of Roadway

Restoration of roadway was an additional anticipated item estimated at $25,000. Restoring the roadway at the north end of the bridge was accomplished by placing 14 Tons of asphalt concrete at a cost of $1,100.00 paid for under Price Agreement No. 2.

Engineering

The 26% overrun in engineering from $14,276 to $18,000 is somewhat misleading. The Consulting Agreement with OBEC has a not-to-exceed amount of $18,000.

STATEMENT OF OVERRUNS AND UNDERRUNS
Clatskanie River (Clatskanie) Bridge

Price Agreement No. 1

Price Agreement No. 1 was written to pay for three small extra costs to the contractor for problems which arose during construction. Extra forming costs were incurred to modify the sidewalk forms around the 8" diameter waterline which had to remain in service on the west side of the structure. It was necessary to chip a small amount of concrete from the face of the new backwall at Abutment No. 2 to connect the sidewalk bracket to the sidewalk support beam. Extra costs were incurred to shim the sidewalk support brackets to grade since no provision was made in the original drawings to do the shimming.

Price Agreement No. 3

Price Agreement No. 3 was written for $4,750 to pay for removing part of the new curb and sidewalk at the N.W. corner of the bridge to better match the existing side street and increase the turning radius from the street onto the bridge.

9507

CONSULTING ENGINEERS

PROJECT Helgeson St Ext PROJ NO 232-2 SHEET 1

CALCULATIONS BY WW DATE 1/6/23 CHK'D BY DATE

Changes for sidewalk and redesign and H/W relocation

DATE	10/6	10/23	9/30	11/6	11/13	11/20	11/27	TOTAL	RATE	AMT
Q²	3	11	1	-	3	1	3	22	25.95	570.90 ✓
LCW	1	24	-	-	-	-	-	25	13.85	346.25 ✓
ROC	10	8	-	-	-	-	-	18	21.25	382.50 ✓
DGA	-	1	-	-	-	-	-	1	9.50	9.50 ✓
CEA	-	-	-	-	-	5	2	7	14.20	99.40 ✓
JDL	-	-	16½	6	12	6½	1½	42½	14.20	603.50 ✓
								Labor total		$2012.05 ✓

To date Labor $2012.05 ✓
OH 99.10 1993.94 ✓ > 4005.99
Subst. 1@30 (LCW) 90.00 ✓
Mileage 630 × .22 138.60 ✓
(1A) $4234.59 ✓ Sub 1

15% on L&OH = (2A) 600.90 ✓
$4835.49 Total Redesign & Relocation

ANTICIPATED EXTRA FIELD COSTS FOR LAYOUT & INSP.

Q²: 24 hrs @ 25.95 = 622.80 ✓
OH . 991 617.20 ✓
(1B) 240.00 ✓ Sub 1

Subsist. 1 day @ 30 30.00 ✓
Mileage 630 × .22 138.60 ✓
$1408.60 ✓ sub 2

15% on L&OH (240) (2B) 186.00 ✓
1,594.60 Total Layout & Insp.

Summary All Costs 5643.19 ✓ (1A)(1B)
15% Profit 786.90 ✓ say 750 = (2A)(2B)
6430.09
Original Not to Exceed 18000.-
24430.09

Change Profit to $2700
NTE to 24500
2.17

9507 10-7-82 505-1901

MEMORANDUM

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

0

STATE	FEDERAL AID PROJECT NO.
Oregon	BRS-A752(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 9/25/81 To: 6/1/82

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$20,534.31	$20,534.31	80%	$16,427.45	$16,427.45	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon 10/7/82
FORWARDED BY FHWA DIVISION OFFICE		Controller

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Clatskanie River (Nehalem St.) Bridge Section City Street in Columbia County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,934.31	
	Work by OBEC Consulting Engineers	All Required			18,600.00	
	Total Participating Project Cost				$20,534.31	
	Prepared based on Participating Costs as shown on Federal Billing as of 10/7/82.					

AMOUNT CARRIED FORWARD

DESCRIPTION OF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	504	1948	905	00	P 1			1,047.16
	504	1948	906	00	P 1			15,492.20
	504	1948	909	00	P 1			526.71
	504	1948	914	00	P 1			9.00
	504	1948	918	00	P 1			4.50
	504	1948	920	00	P 1			137.27
	504	1948	921	00	P 1			1,854.94
	504	1948	922	00	P 1			22.21
	504	1948	923	00	P 1			59.77
	504	1948	926	00	P 1			1,741.72
	504	1948	927	00	P 1			193.89
	504	1948	960	00	N 1			29.00
			TOT		P1			25,885.25
			TOT		N1			79.00
			** JOB TOTALS **			**	**	25,964.25 **
CLASKANIE R(NEHALEM ST) BR	CONT NO		FA PROJ NOS BRS 752001 100					STATE
	505	1901	295	00	N 9		2,308.18	4,900.00
	505	1901	296	00	N 9		11,343.64CR	22,136.02CR
	505	1901	298	00	N 9		9,035.46	17,236.02
	505	1901	901	00	P 1	109.93CR	102.73CR	497.96
	505	1901	904	00	P 1			18,600.00
	505	1901	905	00	P 1		1.50	68.47
	505	1901	911	00	P 1			78.88
	505	1901	920	00	P 1	86.56CR	86.56CR	261.96
	505	1901	921	00	P 1	443.55CR	58.22	698.54
	505	1901	922	00	P 1			20.67
	505	1901	923	00	P 1			318.58
	505	1901	924	00	P 1	32.28CR	32.28CR	1.34CR
	505	1901	926	00	P 1	302.83CR	302.83CR	12.51CR
	505	1901	932	00	P 1	35.56CR	35.56CR	3.10
			TOT		P1	1,010.71CR	500.24CR	20,534.31
			** JOB TOTALS **			1,010.71CR**	500.24CR**	20,534.31 **
K CK BR KEASEY RD #110	CONT NO	0000	FA PROJ NOS RS 756001 100					STATE
	505	1934	296	00	N 9			33,030.03CR
	505	1934	297	00	N 9			4,468.00
	505	1934	298	00	N 9			28,562.03
	505	1934	901	00	P 1			1,230.21
	505	1934	903	00	P 1			4,200.00
	505	1934	904	00	P 1			22,800.00
	505	1934	905	00	P 1			770.86
	505	1934	906	00	P 1			1,593.97
	505	1934	911	00	P 1			129.26
	505	1934	914	00	P 1			161.75
	505	1934	920	00	P 1			125.26
	505	1934	921	00	P 1			1,776.24

801 OREGON STATE HIGHWAY DEPARTMENT 10/21/82 PAGE 122
FHWA BILLING VOUCHER

PREFIX GRP FED AID PROJ FL APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
9		52,822.56-						
437-1909 PREFIX TOTALS	60,000.00		52,822.56		52,822.56	52,822.56		
501-1962 1 RRP -8511-001 APPR-139	1,800.00	585.80	585.80	90.00	527.22	527.22		
502-1952 1# RS -A516-001 APPR-075	10,799.12	12,261.09	12,246.68	88.18	10,799.12	10,799.12		
502-1963 1 PMS -000S-101 APPR-140	5,400.00	1,635.69	1,635.69	100.00	1,635.69	1,635.69		
503-1901 1 BRS -A644-001 APPR-118	20,000.00	34,709.23	34,697.73	80.00	27,758.18	20,000.00	7,758.18 B	
-1902 1 RRS -A595-001 APPR-138	1,800.00	510.76	510.76	90.00	459.68	459.68		
503-1903 1# HES -A595-002 APPR-141	59.12	65.69	65.69	90.00	59.12	59.12		
503-1904 1 RS -A619-001 APPR-075	14,726.00	17,527.31	17,865.31	88.18	15,753.63	14,726.00	1,027.63 B	
503-1995 1# M -000S-001 APPR-436	10,430.53	12,167.93	12,156.79	85.80	10,430.53	10,430.53		
504-1948 1# RS -A737-001 APPR-075	22,825.61	25,964.25	25,885.25	88.18	22,825.61	22,825.61		
505-1901 1 BRS -A752-001 APPR-118	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
505-1934 1 RS -A756-001 APPR-075	30,190.00	33,300.72	33,300.72	85.77	28,562.03	28,562.03		
505-1998 1 BRS -A743-001 APPR-118	10,080.00	7,698.24	7,698.24	80.00	6,158.59	6,158.59		
506-1960 1# RS -A429-001 APPR-075	2,196.15	2,490.53	2,490.53	88.18	2,196.15	2,196.15		
508-1925 1# RS -A301-001 APPR-075	42,169.29	49,602.33	49,165.55	85.77	42,169.29	42,169.29		
508-1929 1 PMS -000S-104 APPR-140	5,300.00	1,999.09	1,999.09	100.00	1,999.09	1,999.09		
9-1910 1 RS -B345-002 APPR-075	47,953.00	41,770.78	42,085.03	88.15	37,097.95	35,554.47	1,543.48	
509-1990 1 RS -B349-001 APPR-075	15,860.00	1,652.13	1,652.13	85.77	1,417.03	1,417.03		
510-1914 1 SR -A382-001 APPR-079	19,752.00	7,150.45	7,122.95	88.18	6,281.02	6,127.33	153.69	
510-1993 1# BRS -A409-002 APPR-118	23,539.38	29,424.23	29,424.23	80.00	23,539.38	23,539.38		
513-1904 1 BRS -B475-001 APPR-114	17,520.00	15,538.49	14,639.80	80.00	11,711.84	11,711.84		
513-1906 1 RS -B474-001 APPR-075	1,636.00	383.17	383.17	81.83	313.55	313.55		
514-1905 1 ER -0328-001 APPR-098	3,000.00	851.82	768.37	100.00	768.37	768.37		
514-1990 1# RS -B428-001 APPR-075	24,094.45	28,171.88	28,082.11	85.80	24,094.45	24,094.45		
515-1967 1# RS -A368-001 APPR-075	35,547.71	40,407.69	40,312.67	88.18	35,547.71	35,547.71		

7507

FORM 01-734-2001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CLATSKANIE SECTION		WEEK ENDING: October 23, 1982
		SECTION PREFIX: 505-1004
HIGHWAY: Nehalem Street		COUNTY: Columbia
NAME OF JOB: Clatskanie River Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: Don Haisch Construction, Inc.	CONTRACT NUMBER: 9507	FEDERAL AID PROJECT NUMBER: BHS-A752(2)
DATE OF CONTRACT: July 12, 1982	DATE WORK STARTED: August 2, 1982	ESTIMATED COMPLETION DATE: October 15, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION 1	SPECIFIED WORK DAYS: 90	WORK DAYS USED: 89
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99%
PROJECT AUTHORIZATION: $ 180,037.11		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 82%
EXCLUSIVE OF ENGINEERING: $ 165,761.04	ENGINEERING AUTHORIZATION $ 14,276.07	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 165,761.04	ENGINEERING COST TO DATE $ 16,420.36	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 75%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 18 %	PERCENT OF AUTHORIZATION 1.15 %	DATE PROJECT WAS COMPLETED: October 19, 1982

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-1Ton Paint Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1938A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy	1		
MONDAY	Clear	1		
TUESDAY	Clear	1		
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 26 1982
CONSTRUCTION SECTION

CE CAE FOR OCS SCS EEO FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Cleaning up around jobsite.
TUESDAY	Completed painting structural steel and concrete. Cleaning up around jobsite
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Job was completed on October 19, 1982

SIGNED Lee M Rute LOCATION Clatskanie, Ore.
OBEC CONSULTING ENGINEERS

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F218

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State
MONTHLY TRANSACTION NO. 8-138	**FEDERAL-AID PROJECT AGREEMENT**	County Columbia
	July 26, 1982	Project No. BHS-A752(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Clatskanie River (Clatskanie) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-82	0.019
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 180,037.00	$ 144,029.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 28

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 21, 1982

Federal-Aid Project
No. BHS-A752(2)

Clatskanie River (Clatskanie) Bridge
City Street, Columbia County

PROJECT AGREEMENT ESTIMATE

Type Code X031
Structure, Bridge no. 10203 (Sta. 3+79.25 to Sta. 4+77)

Mobilization			All Required	$ 12,000.00
Temporary Protection and Direction of Traffic			All Required	1,000.00
Temporary Signs	58	Sq. Ft.	1.00	58.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	75	Lin. Ft.	15.00	1,125.00
Flagmen	50	Hour	24.00	1,200.00
Removal of Structures and Obstructions			All Required	24,000.00
Structure Excavation	60	Cu. Yd.	15.00	900.00
Special Wall Backfill	50	Cu. Yd.	20.00	1,000.00
Furnish Pile Driving Equipment			All Required	12,000.00
Furnish Prestressed Concrete Piling	480	Lin. Ft.	12.00	5,760.00
Drive Prestressed Concrete Piles	480	Lin. Ft.	1.00	480.00
Structural Concrete, Class 3300 (35 C.Y.)			All Required	10,000.00
Structural Concrete Class 4000 (37 C.Y.)			All Required	20,000.00
Reinforcement (11,500 lbs.)			All Required	7,500.00
Structural Steel (12,200 lbs.)			All Required	20,000.00
Bridge Rail			All Required	8,000.00
Painting Structural Steel			All Required	8,500.00
				$133,523.00

Anticipated Items

Temporary Erosion Control		All Required	$ 100.00
Restoration of Roadway		All Required	25,000.00
			$ 25,100.00
		Subtotal	$158,623.00
		Engineering	21,414.00
		Total	$180,037.00

Length of Structure -------- 0.019 mi.

Federal Funds (80%)---------	$144,029.00
City Funds ----------	36,008.00
Total	$180,037.00

Group 1 100%
Contract No. 9507
Prefix: 505-1901
Prefix: 505-1004

9507

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

AGR

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: July 19, 1982

FROM: Mainor C. Holmes *Mainor*
Agreements Specialist

SUBJECT: Project No. BHS-A752(2)
Consultant Agreement
Clatskanie River (Nehalem St.) Bridge
City of Clatskanie & OBEC

MISC. CONTRACTS and
AGREEMENTS No 10,920

Attached for your concurrence is an LGA Consultant Agreement for construction engineering on subject bridge project.

The agreement has been subjected to the required pre-award audit evaluation. The External Audit Unit has detected an arithmetical error in the estimated cost for Resident Engineer services. The payments will be made on the basis of actual costs, but the error will be brought to the attention of the City and the Consultant.

I recommend concurrence.

Under the provisions of "Certification Acceptance", this agreement will not require prior FHWA approval.

MCH:pf
Attachment

cc: Jon Rose, Metro Region

Distributed
7-21-82 MCH

RECEIVED
ASST STATE HWY ENGR
JUL 19 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1387

9507

CITY OF CLATSKANIE

P. O. Box 9
CLATSKANIE, OREGON 97016

July 9, 1982

Mr. Clay Meyers
Oregon State Treasurer
State Capitol, Room 158
Salem, Oregon 97310

Dear Mr. Myers,

This letter has reference to a State Department of Transportation project for the Clatskanie River Bridge rehabilitation on Nehalem Street in our city.

Enclosed herewith, please find a "Limited Power of Attorney" authorizing the withdrawal of $36,000.00 by the Oregon State Department of Transportation for that project. I enclose a copy of the letter from the Department requesting the advance deposit.

We already have a pool account #4488 in which we always keep a balance far in excess of the amount requested. May I request the amount be drawn from that account rather than setting up a separate account.

Sincerely,

Del W. McPherson
City Administrator

DWM/al

Enc: Copy - Letter of June 28, 1982

cc: Highway Accounting
Transporation Building, Room 434
Salem, Oregon 97310

Highway Division, Attn: D. E. Swan
Transportation Building
Salem, Oregon 97310

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

Copy

The CITY OF CLATSKANIE hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The CITY OF CLATSKANIE has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $ 36,000.00 . The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with Clatskanie River
Project Name

(Nehalem Street) Bridge Rehabilitation Project

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by The City of Clatskanie,
Local Government Unit

Oregon

this 7 day of July , 1982 by a vote of the majority of a quorum

of its governing body

Del W. McPherson
City Administrator

Elmer Spencer, Mayor

Form No. 734-1812(2-80)

7507

June 28, 1982

Del W. McPherson
City Administrator
City of Clatskanie
P.O. Box 9
Clatskanie, Oregon 97016

Dear Mr. McPherson:

On June 24, 1982 we received a satisfactory bid from Don Heisch Construction, Inc., 2119 S.E. 186th, Portland, Oregon 97233 for the Clatskanie River Bridge rehabilitation project on Nehalem Street in Clatskanie.

As described in our Agreement No. 7516, we anticipate the financial sharing of the construction cost will be:

Contractor's Bid		$133,523.00
Anticipated Additional Items:		
Temporary Erosion Control	$ 100.00	
Restoration of Roadway	25,000.00	$ 25,100.00
SUBTOTAL		$158,623.00
Contingencies (4 1/2%)		7,138.04
Engineering (9%)		14,276.07
Estimated Construction Cost		$180,037.11

CITY SHARE: 20% of $180,037.11 = $36,000

We will award the contract when we receive your advance deposit in the amount of $36,000, which should arrive not later than July 16, 1982. You may use one of the three options for payment described in the attachment.

Very truly yours,
ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P. E.
Program Control Engineer

KEH:pf
Attachment

bcc w/AD #82-53: Jon Rose, Metro Region
Vern Skoog - Please return completed AD #82-53 when advance deposit is received.

Section CLATSKANIE R. (CLATSKANIE) BR. Programming Estimate $ _____

Highway CITY STREET Project Length _____

County COLUMBIA Completion Time _____

Kind of Work Structure Est. Comp. Date _____

Prefix [illegible] Letting Date 6/24/82 Project No. [illegible]

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 135,614-

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	100	
State Furnished _____		
Roadside Seeding & Mulching		$ 25,100
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Restoration of Roadway	25000	
_____		
Adjust Utilities		
_____		
_____		
_____		

Subtotal	$	160,714 00
Contingencies (4-1/2%)		7232 13
Engineering ~~(or 9, 12%)~~		14,464 26
~~Subtotal~~	$	
~~Contingencies~~ _____		
Estimated Net Authorization, Construction	$	182,410 39

APPROVED

cc: Jon Rot 5-27-82

_____

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section	County	Sheet of
Clackamas River (Clackamas) Bridge		1 1
Kind of Work	**Length** / **Date**	**Name**
		Dan

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	(8%)	11,000
	Temporary Protection and Direction of Traffic		All	All		1000
	Temporary Signs		Sq Ft	58	5 -	464
	Temporary Continuous Rail Traffic Barriers, Reflectorized		Lin Ft	75	6 -	450
	Flagmen		Hr	50	25 -	1250
	structure					
	Removal of Structures and Obstructions		All	All		8000
	Structure Excavation		cu Yd	60	20	1200
	Special Wall Backfill		cu Yd	50	15	750
	Furnish Pile Driving Equipment		All	All		6500
	Furnish Prestressed Concrete Piling		Lin Ft	480	18	8640
	Drive Prestressed Concrete Piles		Lin Ft	480	2	960
	Structural Concrete, Class 3300		All	All		10,500
	Structural Concrete, Class 4000		All	All		13,000
	Reinforcement		All	All		6,600
	Structural Steel		All	All		33,300
	Bridge Rail		All	All		11,000
	Painting Structural Steel		All	All		21,000

734-1736 (8-81)

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

June 23, 1982

F I L E

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 24, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 24, 1982 on the following projects:

1. Burns Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette Rock Production
   Willamette Highway, Klamath County
   Aggregate Crushing

   Same as No. 1.

3. Division Street NE-Trade Street SE (Salem)
   Front Street, Marion County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

4. Columbia River Highway @ Sauvie Island Road
   Multnomah County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

5. Redland Road-Beaver Creek Road
   Cascade Highway South, Clackamas County
   Grading and Drainage

   Grading only. Later surfacing contract will have eight-foot shoulders for pedestrian and bicycle use.

6. Clatskanie River (Clatskanie) Bridge
Nehalem Street, Columbia County
Structure

Thirty-four foot road with eight-foot sidewalks on structure for pedestrian and bicycle use.

7. S. Umpqua River (Missouri Bottom) Bridge
Pacific Highway, Douglas County
Structure

Structure repair on Interstate Highway. Ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Medford Complex Building and Site Alterations
Jackson County
Building Alteration and Repair

Same as No. 1.

9. Columbia River Bridge (North and South Channels)
East Portland Freeway, Multnomah County, Oregon
and Clark County, Washington
Illumination

Roadway lighting on this project will also illuminate pedestrian-bikeway within the limits of this project.

10. Emigrant Hill-Meacham
Old Oregon Trail, Umatilla County
Paving

Resurfacing project. Ten-foot shoulders available for pedestrian and bicycle use.

Same as No. 7.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

1517

STATE OF OREGON
HIGHWAY ACCOUNTING
External Audit Unit - 8-2878

INTEROFFICE MEMO

FILE: AGR

TO: D. E. Swan, Program Control Engr.
PROJECT MANAGEMENT

DATE: June 15, 1982

FROM: V. E. Skoog
Controller

SUBJECT: Pre-award Evaluation
City of Clatskanie/OBEC
Nehalem Street Bridge
FAP BHS-752(2)

As requested by your memo dated June 3, 1982, and as required by federal and state procurement procedures, we have reviewed the fiscal and compliance provisions of subject agreement.

Please note in Exhibit "B", Page 2, that the computation of direct salary cost for the Resident Engineer is incorrect. The estimated cost is overstated by $760, which becomes $1,513 when marked up to include overhead costs. Either the manhours, the hourly rate or the extension should be corrected on that line item. Possibly the total estimated cost should be reduced by about $1,500.

We recommend approval of subject agreement contingent upon that line item being corrected, and if necessary, making corresponding corrections in the narrative on Pages 3 and 4.

DWJ:njl
Attachments

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☑
JUN 22 1982
REFERRED TO _____
FOR _____
FILE: PM FA LG.

81-125-1387

Contains Recycled Materials

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BHS-A752(2)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10203

2A. COUNTY NAME: Columbia

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 11 '82
REFER TO
FOR
INIT. SYS. PRO. BR. DIST. FILE

orig to 11-8

7. DATE AUTHORIZATION EFFECTIVE: 6/2/82

8. FEDERAL ROUTE NUMBER: Secondary A752

9. STATE ROUTE NUMBER: City Street

10. GENERAL LOCATION:

Clatskanie River (Nehalem Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Bridge Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letters of 5/27/82 and 6/1/82 you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $183,000 Federal Funds $146,400 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 5/20/82 that provisions of FHPM 7-5-1 have been complied with.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7507

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 27, 1982

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Data Submission
Item No. 10203
Project No. BHS-A752(2)
Clatskanie River (Nehalem St.) Bridge Section
Columbia County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for the project on June 24, 1982.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $183,000 with an obligation of $146,400 in Federal funds in accordance with the approved Certification Acceptance Plan.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Jon Rose, Metro Region
Earl Mershon, Metro Region
Ken Husby, w/attachment
General Files

Form 734-3122

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-81)

5-27-82

FEDERAL-AID PROGRAM DATA

(PPM 2-1)

CARD												
CARD 2	REPORT NUMBER (10)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: City St., Nehalem St. (Clatskanie)	ADT	PRESENT	FUTURE (66)–(69): -------	YEAR (70)–(72): ----	REGION 10	STATE NAME: Oregon				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: Bridge Rehabilitation	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(69)	SUPV AGCY (70)–(71)	DA CLASSIF. (72)	DA AREA (73)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PROJECT NUMBER: PREFIX LETTER(S) 14–15: BHS-	NUMBER 16–22: A752		
CARD	CLASS OF FEDERAL FUNDS: Bridge Replacement (Mandatory 65% On-System)						COUNTY NAME: Columbia					
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-AID A752	STATE (32) City St. (96)–(97)	U.S. - -		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE (43–46)	STEP	TERMINI (Full description)	MILES (54)–(58)	TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (80%) (67)–(76)	STATE FUNDS	OTHER FUNDS (City)
1	(1445)	(10	41	42	43–46	53						
5					PE							
5					ROW							
5					CONST (CODE) X031		"Clatskanie River (Nehalem St.) Bridge Section"	0.019	183,000	146,400		36,600
							PROJECT TOTALS	0.019	183,000	146,400		36,600

CARD 1	CODE 1	PREPARED BY	
1	14	PROGRAM APPROVAL DATES	DRH

(16)–(23) (24)–(33)

REMARKS

Additional Data: Item No. 1
No. BRS-A75

505-1901

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

5-27-82

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
City St., Nehalem St. (Clatskanie)	ADT		-------	----	10	Oregon	41	118	10203

WORK (35 typewriter)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
tation								BHS-	A752	(2)		

e Replacement (Mandatory 65% On-System)

COUNTY NAME: Columbia — CODE: 009

ROUTE NO. S — FEDERAL-AID: A752 — STATE: City St. — U.S.: - - -

PROGRAM STAGE: [ ] 1 OR [ ] 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
NST		"Clatskanie River (Nehalem St.) Bridge Section"	0.019	183,000	146,400		36,600	
X031								
DRH	PROJECT TOTALS		0.019	183,000	146,400		36,600	

OVAL DATES

REMARKS

Additional Data: Item No. 10203; project No. BRS-A752(1)

USCOMM DUSCOMM-DC 48908-P61

CLATSKANIE RIVER (NEHALEM ST.) BRIDGE SECTION

Remarks Continued:

Project Data: Work under this project consists of rehabilitation of Bridge No. 1938A to restore the structural integrity of the bridge, utility adjustments as required and incidental work common to this type of project.

Accommodation of Utilities: A State-City agreement No. 7516 complying with paragraph 6d(1) of PPM 30-4.1 was executed 8-19-81.

Maintenance: A State-City Agreement No. 7516 complying with Section 116, Title 23 U.S.C. was executed 8-19-81.

Note: 1) This project is in Congressional District No. 1.

2) Included in FY '82 HIP/AE on page 72.

3) The sufficiency rating of existing bridge is 42.9.

Form L-33 (Rev. 9-71) 9507 (CRB0003) 2

OREGON STATE HIGHWAY DIVISION

10024

AUTHORITY FOR SURVEY

Section Clatskanie River ~~Bridge~~ Nehalem St) Bridge Date May 20, 19

Highway Nehalem Street A-752 Authorization No. 1

County Columbia #5 Survey Prefix 505-1901 (Assigned by Salem office)

Description of termini, route, length, etc.: Nehalem Street (old Hwy US 30), M.P. 0.15, City of Clatskanie. Overall length of survey is 100 feet.

Proposed: Rehabilitate or replace the existing structure; grading, paving, curbs and walks on each side.

Purpose of survey: Consultant will perform preliminary engineering

State will monitor, prepare the bidding and contract documents, advertise for bid proposals, award the construction contracts.

BRS-A752(1)
9-25-81

Estimate of cost: $261,000
FUNDING: HBR
CATEGORY: Class II, Categorical Exclusion

Estimate of Cost

Field Survey (monitor)	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	18,600
Final Design	(905)	500
Bridge Design	(906)	1,500
Preliminary Design	(907)	0
R/W Description	(909)	100
Soils & Geology	(910)	750
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,200
Administrative Services	(922)	100
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	~~5,000~~
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

Approved by Comm 9-10-81 25 [illegible]

9-10-81 2 26

Total estimated cost of survey . . . . . $ ~~29,550~~

Previous authorization . . . . . —

Additional authorization requested . . . . —

Additional authorization approved (Salem) . —

Total all authorizations approved (Salem) . . —

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
SEP 13 1981
LOCATION SECTION

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

DONALD R. ADAMS, Project Development Engineer

Recommended for Approval:

Location Engine

Approved:

Assistant State Highway Engin

9507

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 505

Attention: Right-of-Way Section

Subject: Federal Aid Project No. BRS-A752(1) Prefix 505-1901

Project Name Clatskanie River Bridge #03611(Clatskanie)
Nehalem Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Clatskanie, Oregon, this 12th day of May, 1982

City of Clatskanie

Elinor Spencer
Mayor

Del Wilson Hamm
City Recorder ~~Recorder~~ ADMINISTRATOR

Certified By:

Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 5-20-82

Instructions: Complete A or B and C

9507

October 13, 1981

ACC

Robert Wheeler
City Administrator
City of Clatskanie
City Hall
Clatskanie, Oregon 97016

Dear Mr. Wheeler:

We have received Federal Highway Administration approval of the preliminary engineering phase of the Clatskanie River (Nehalem Street) Bridge project; this includes approval of the consultant agreement with OBEC Consulting Engineers.

As specified in our Agreement No. 7516, the financial sharing of the preliminary engineering cost is:

Total Estimated Preliminary Engineering Cost	$29,550.00
Less: Federal Funds (80%)	23,640.00
CITY SHARE	$ 5,910.00

On the attached sheet we have described three methods of making your advance deposit in the amount of $5,910.00. Please use the option of your choice.

Very truly yours,

D. E. Swan
Operation Programming Engineer

KEH:pf
Attachment

bcc w/AD # 969: Jon Rose, Metro
Vern Skoog - Please return completed AD # 969 when advance deposit is received.

1507

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BRS-A752(1)

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10203

2A. COUNTY NAME: Columbia

6. TO

Mr. H. S. Coulter
State Highway Engineer
State Of Oregon
Salem, Oregon

Copies to
Gifford
Llewellyn
Trout
J. Read
Judy Smith
Remsberg
W. Talmie
M. Talmie

7. DATE AUTHORIZATION EFFECTIVE: 9/25/81

8. FEDERAL ROUTE NUMBER: Secondary A752

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:

Clatskanie River (Nehalm Street) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [XX] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [XX] OTHER *(Specify)* Consultant agreement

13. REMARKS

As requested by Mr. Swan's PEA dated 9/10/81 you are now authorized to proceed with the work shown above at a TEC of $29,550 Federal Funds $23,640.

Also, as requested, I approve the consultant agreement with OBEC Consulting Engineers on a lump sum basis in amount of $18,000 which includes a net fee of $2,500.

(80% Money)

Distributed 10-6-81 to:
City
Consultant
metro
accounting
Bridge

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9/25/81	J. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
City St., Nehalem Street (Clatskanie) "Clatskanie River (Nehalem St.) Br. Sec."	118	10203	BRS-A752(1)	A752	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' min.

Water Development None Recreation & Historical Areas None

Columbia 009

A-95 Review:

State Cl. Ho. ..... Exempt X Date Approved _____

Dist. 1 Cl. Ho. ..... Exempt X Date Approved _____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 Statewide

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1.

(2) _____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work
X Consultant Work

Est. Proj. Cost:

TEC NTE	$ 29,550
FF	$ 23,640
STATE	$ ---
City	$ 5,910

For PR-37:

Field Phase	$
PS&E Phase	$

Pro Rata 80%

REMARKS:
1) Attached is a copy of Authority for Survey, sketch map, & Consultant Engineer Agreement.
2) This project is expected to be funded from the unobligated FY '81 80% limitation.
3) This bridge is on the bridge replacement inventory list with a sufficiency rating of 51.1

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
9-10-81	D.E. SWAN	OPERATION PROGRAMMING ENGINEER

9507

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

AGR

TO: D. H. Moehring
Asst. State Highway Engineer

DATE: September 3, 1981

FROM: Mainor C. Holmes
Agreements Specialist

SUBJECT: Project No. BRS-A689(-)
LGA Consultant Agreement
Clatskanie River (Nehalem Street) Bridge
City of Clatskanie & OBEC

The attached agreement has been subjected to the required pre-award audit and selection procedure evaluation. The External Audit Unit could not recommend approval because the City did not adhere to the approved selection procedure; however, they have suggested, and I concur, that we request FHWA approval based on the attached correspondence and provisions of OMB Circular No. A-102.

I have reviewed the agreement, found it in order and recommend your signature of concurrence.

Following your signature, two copies of the agreement will be submitted to FHWA with a request for approval and authorization to proceed with the work.

MCH:pf
Attachment

cc: Jon Rose, Metro

To Cliff Laux 9-4-81.
MCH

August 31, 1981

City of Clatskanie
City Hall
Clatskanie, OR 97016

AGR

Attention: Robert Wheeler
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7576

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering replacement of the Clatskanie River (Nehalem Street) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Don Harwell (agree. att.)

9507

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8250
Date: August 14, 1981

File No: 10024

TO: Buz Swan
Project Management

FROM: Jon Rose
Federal Aid Engineer

SUBJECT: Consultant Selection Procedure
Clatskanie Rive (Nehalem Street) Bridge
City of Clatskanie

The attached letter from the City of Clatskanie describes very briefly the procedure followed by the city in selecting OBEC to perform preliminary and construction engineering on the Clatskanie River Bridge. While the letter does not make it clear, I believe that rather than the city seeking consultants, OBEC sought out the city, and while in no way can OBEC be considered a sole source, it was the one consultant aggressive enough to go after the work.

Since MBE requirements are attracting more attention now, I have talked to Kay Turner, who tells me that Clatskanie appears not to have developed an MBE policy, and Kay expects to meet with Bob Wheeler to resolve this problem.

This seems to be rather sketchy but in view of the type project and the area involved it may be sufficient. Please review and advise.

JR:hw

MA PDM PDE FFM SPC
ODOT - METRO

AUG 12 1981

BM PAR PPC FILE T/A

CITY OF CLATSKANIE

P. O. Box 9
CLATSKANIE, OREGON 97016

August 11, 1981

Jon Rose
Metropolitan Branch
Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Re: Clatskanie River (Nehalem Street) Bridge

Dear Mr. Rose:

This is in answer to your request as to the selection process used by the City of Clatskanie in retaining the services of OBEC Consulting Engineers for the Clatskanie River Bridge Project.

In 1979, a preliminary study was made by our then city engineers, Whiteley, Jacobsen and Associates, upon which the city council determined that our city should enter the project for ranking in the grant process.

When we received notice that the bridge had received a ranking sufficient for funding, it was our understanding that the engineering would be done by state personnel, but then found that this was not necessarily the case.

OBEC Consulting Engineers was recommended to us, and upon investigation we found that they had done much bridge work in Columbia County, and that they had done inspections on this particular bridge back when it was under county control.

We are aware of the quality of their work in the area, and thus it was determined to retain them for the project.

I trust the foregoing will meet your requirements.

Cordially,

Robert A. Wheeler
City Administrator

cc: OBEC Consulting Engineers

(5) Grantees may utilize competitive negotiation procedures for procurement of architectural/engineering professional services, whereby competitors' qualifications are evaluated and the most qualified competitors' is selected, subject to negotiation of fair and reasonable compensation.

d. Noncompetitive negotiation is procurement through solicitation of a proposal from only one source, or after soliciation of a number of sources, competition is determined inadequate. Noncompetitive negotiation may be used when the award of a contract is infeasible under small purchase, competitive bidding (formal advertising) or competitive negotiation procedures. Circumstances under which a contract may be awarded by noncompetitive negotiation are limited to the following:

(1) The item is available only from a single source;

(2) Public exigency or emergency when the urgency for the requirement will not permit a delay incident to competitive solicitation;

(3) The Federal grantor agency authorizes noncompetitive negotiation; or

(4) After soliciation of a number of sources, competition is determined inadequate.

e. Additional innovative procurement methods may be used by grantees with the approval of the grantor agency. A copy of such approval shall be sent to the OFPP.

12. Contract Pricing

The cost plus a percentage of cost and percentage of construction cost method of contracting shall not be used. Grantees shall perform some form of cost or price analysis in connection with every procurement action including contract modifications. Costs or prices based on estimated costs for contracts under grants shall be allowed only to the extent that costs incurred or cost estimates included in negotiated prices are consistent with Federal cost principles.

13. Grantee Procurement Records

Grantees shall maintain records sufficient to detail the significant history of a procurement. These records shall

7507

8-12-81

RESOLUTION 81 8

WHEREAS, the State of Oregon, acting by and through its Department of Transportation, has caused to be prepared and submitted to the City of Clatskanie an agreement providing for rehabilitation or replacement of the Clatskanie River (Nehalem Street) Bridge.

WHEREAS, said agreement has been reviewed by the Common Council and approved as submitted.

NOW THEREFORE BE IT RESOLVED that the Mayor and the City Administrator are hereby authorized and directed to execute said agreement on behalf of the City of Clatskanie.

Adopted by the Common Council and approved by the Mayor this 5th day of August 1981.

Elmer Spencer, Mayor

ATTEST: _____
City Administrator

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
NAV PLE ☐ RE ☐ PRE ☐
AUG 14 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

Roll Call on Adoption		AYE	NAY
Councilpersons			
	Irene Hannula	X	
	Addison Harrison	X	
	Gaine Sluder	X	
	Oren Tweet	X	
	Donavon Wooley	X	
Mayor:	Elmer Spencer	X	

From Metro JON ROSE — Date 8-12-81

To BUZ SWAN

(Program Mgmt.) Traffic Region 1

Comments: Here are 3 copies of the Clatskanie River Bridge agreement signed by City officials and approved by the Metro Administrator. Please forward for processing.

Jon Rose

1507

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

7-8-81

1 - IDENTIFICATION

PROJECT NAME: Clatskanie River Bridge

HIGHWAY NAME: Nehalem Street

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	Clatskanie

LENGTH: 100 ft.

MILEPOST NUMBER: TO

[ ] RURAL [X] URBAN

LOCAL GOVERNMENT PROJECT? [X] YES [ ] NO

IF YES, UNIT OF GOVERNMENT: City of Clatskanie

TYPE OF FUNDS: [ ] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [X] OTHER HBR

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [X] GRADING [X] PAVING [X] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

Rehabilitate or replace the existing structure. The project has been approved in the HBR program as a "pier repair and widening" project. The City of Clatskanie requested a bridge replacement.

The two alternatives will be evaluated during PE to select the most cost effective solution.

Replacement Costs - $140.000 Additional.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 2,500	2000 - 3,500

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
25	AASHTO	[ ] LIGHT [ ] MEDIUM [ ] HEAVY

APPROVED

Frank E. Kerpan

Location Engineer

Date 7/8/81

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 17'	No change
SHOULDERS	—	" "
MEDIANS	—	" "
PARKING LANES		" "
SIDEWALKS	8' each side	" "
BIKEWAYS		" "
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Clatskanie River	☒	☐	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☒	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	3.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	29,550	29.550
RIGHT OF WAY		
TRAFFIC CONTROL	1,000	6.000
ILLUMINATION		
STRUCTURES (Rehabilitate)	208,000	220.000
RAILROAD		
ROADWAY	10,000	10.000
OTHER Remove existing bridge	15,000	— — —
ENGINEERING & CONTINGENCIES		Incl. Above
PROJECT TOTAL	263,550	265.550

SUBMITTED BY _____

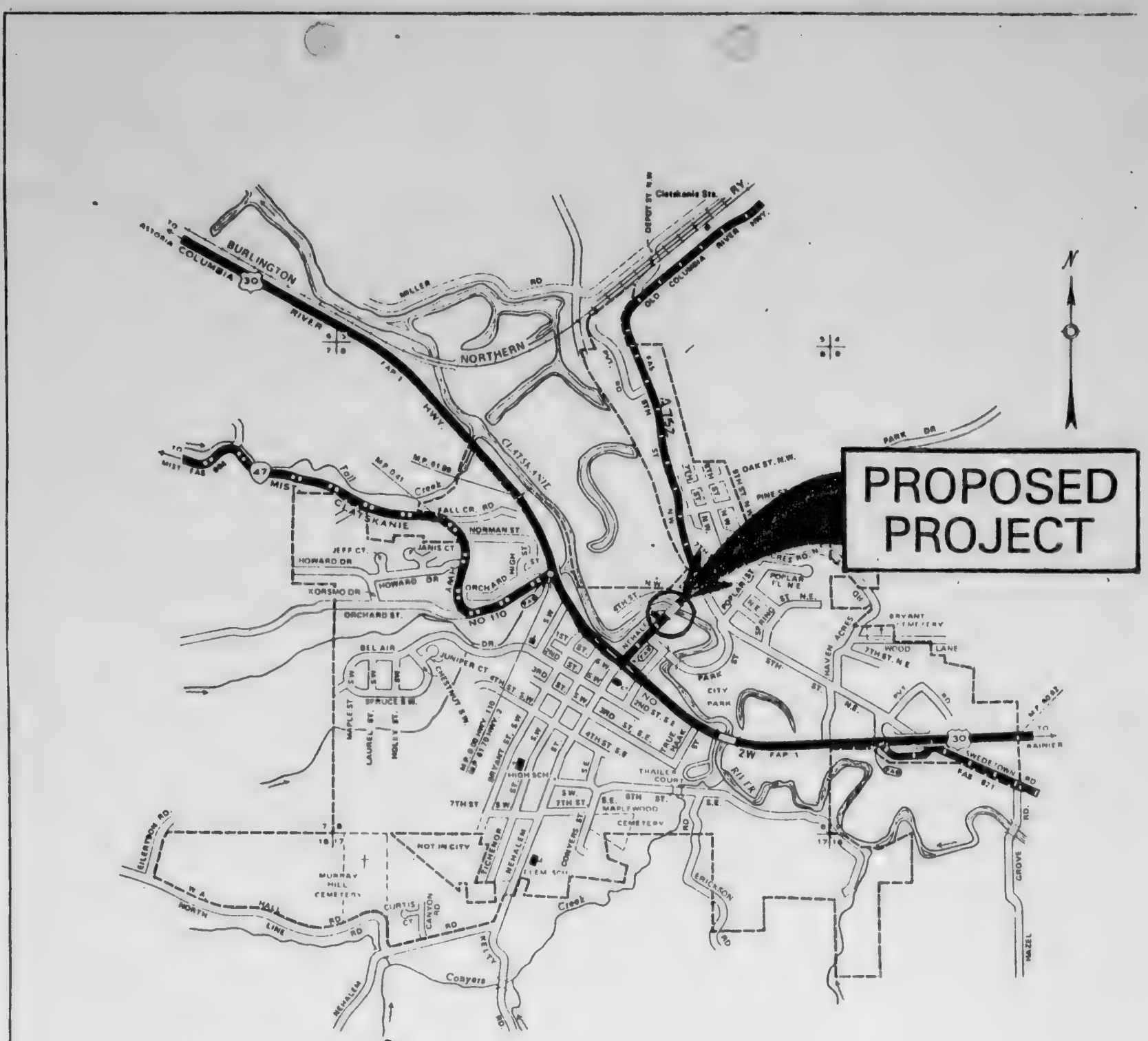

EXHIBIT A

T7N R4W W.M.

CLATSKANIE

COLUMBIA COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
- OTHER FEDERAL AID SECONDARY LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

PREPARED BY THE OREGON STATE HIGHWAY DIVISION IN COOPERATION WITH U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Population 1,475

Scale in Feet

Revised January 1975

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 11, 1981

In Reply Refer to
File No.

10024

BOB WHEELER, City Administrator
City of Clatskanie
City Hall
Clatskanie, OR 97016

Subject: Consultant Agreement
Clatskanie River (Nehalem Street Bridge)
City of Clatskanie

As required by the Federal Highway Administration, our auditors have made a pre-award evaluation of Clatskanie's agreement with OBEC for engineering on the Nehalem Street Bridge and the attached rough notes point out a couple of problems that should be considered as you prepare the agreement in final form.

As a matter of information, you might be interested in a copy of the consultant selection procedure adopted by the City of Portland and, with permission, I am sending you a copy.

If you have any questions, please call.

Jon Rose

JON ROSE
Federal Aid Specialist

JR/po

cc: Wally Palmateer - OBEC

Attachment

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

June 5, 1981

In Reply Refer to
File No.
10024

Bob Wheeler, City Administrator
City of Clatskanie
P.O. Box 9
Clatskanie, OR 97016

Subject: Consultant Agreement
Clatskanie River (Nehalem Street) Bridge
City of Clatskanie

We are presently processing the City's request for a highway bridge replacement project to rehabilitate or replace the Nehalem Street Bridge, but we are not able to proceed with the consultant agreement as it was submitted. There are two problems.

First, the consultant agreement was prepared on an outdated form and the Federal Highway Administration has recently tightened its requirements in the area of minority business enterprise provisions. The current version of the consultant agreement form approved by FHWA and dated 1/12/81, includes revised wording relating to MBE policy and must be used if we are to expect federal approval. I have attached several copies for your use.

The second matter is the need for documentation showing that the City followed an acceptable consultant selection procedure guarenteeing free and open competition to qualified consultants. The federal rules follow common sense and a local government agency is expected to take reasonable steps to learn of the available consultants, consider those which appear qualified to do the work, and choose the one best able to fulfill the agency's requirements. Before we can expect federal authorization to engage and pay a consultant, we must submit evidence that an acceptable procedure was followed. For your information, I'm attaching copies of the most recent guidelines and forms relating to consultant agreements and other third-party negotiated contracts.

I hope these will be of help, but if you have further questions, please call.

Jon Rose

Jon Rose
Federal Aid Specialist

JR:hw

Attachments

9507

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: May 27, 1981

File No: 10024

TO: D.H. MOERHING Attn: D.E. Swan
Assistant State Highway Engineer

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Clatskanie River Bridge
Nehalem Street
City of Clatskanie
Columbia County
Planning File 10024

Here is our programming packet for the subject project. Included are a project request, project category request, authority for survey, consultant agreement, location prospectus, agreement information sheet, and a copy of a letter to Bob Wheeler, City Administrator of Clatskanie.

This project has been approved in the HBR Program as "pier repair and widening". The project request received from the City of Clatskanie is written for a bridge replacement project. A bridge replacement may be the best alternative for this project; however, as the enclosed letter to Bob Wheeler indicates, strong justification will be necessary to replace this bridge. We believe that both rehabilitation and replacement should be studied with the intent of selecting the most cost effective solution.

The environmental category is Class II, Categorical Exclusion. As the title of this project implies, there is waterway involvement with the Clatskanie River.

This project is outside the Metropolitan Service District urban area, therefore inclusion in the MSD TIP is not required.

Please request federal approval of this project and obligation of $29,550 (TEC) at this time for preliminary engineering.

COMMISSION APPROVED
1-27-81
FOR FY 1982

TAS:ECM:JS

Attachments

cc: F.E. Terpin
R.C. Brooks
Metro Project Development Units

D. E. Swan - Please Program & Update PMS.
E. S. Hunter
D. H. Moehring
G. Bell
L. E. George
G. Potter
F. E. Terpin
W. J. Hart
J. B. Boyd
R. Trygstad
D. O. Christensen
J. Sullivan
F. W. Yarbrough
J. Grassman
F. Lowe
Metro:
T.A. Spence

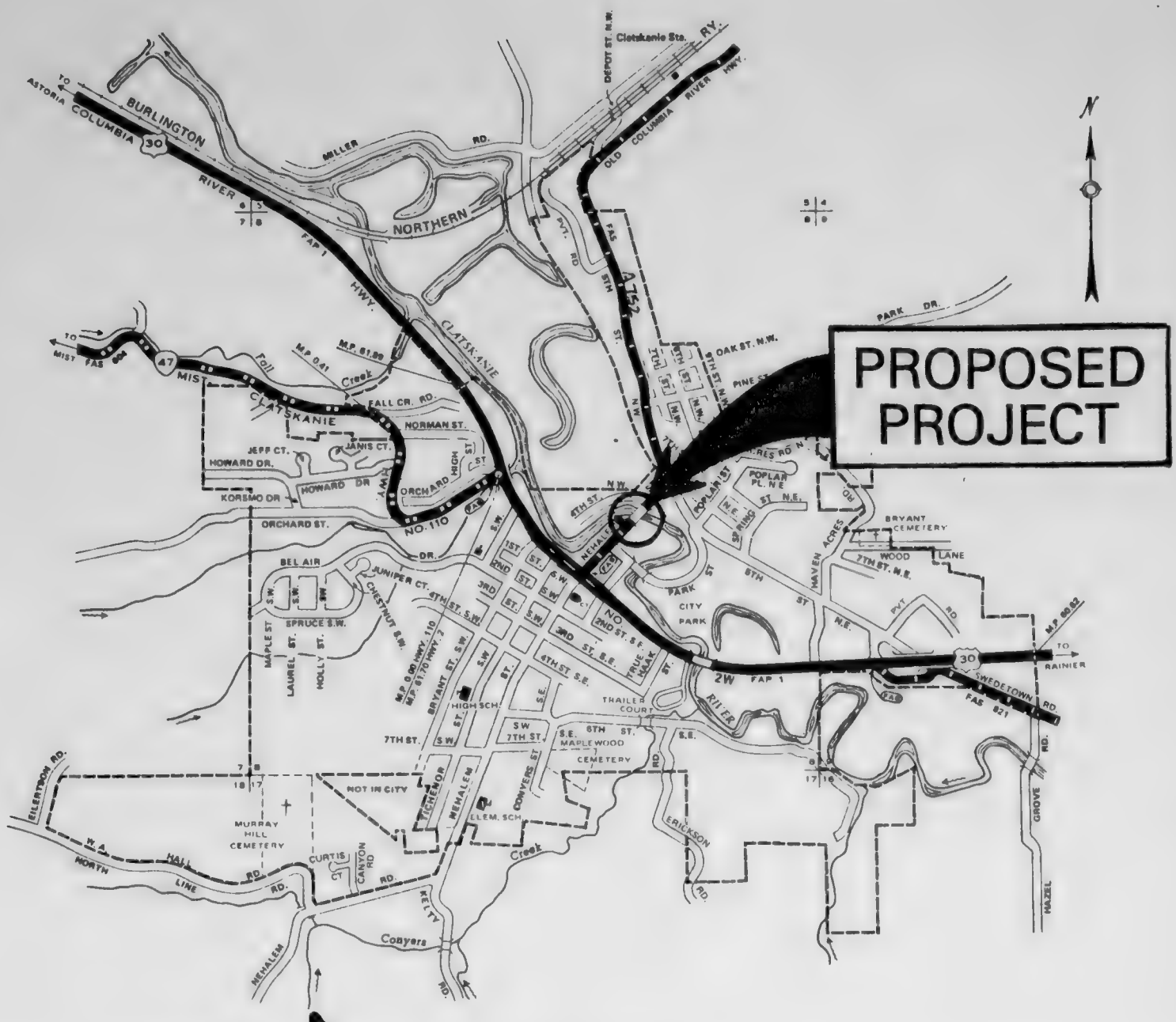

EXHIBIT A

T7N R4W W.M.

CLATSKANIE

COLUMBIA COUNTY, OREGON

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM STATE
- FEDERAL AID SECONDARY SYSTEM COUNTY
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- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY - NO OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
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PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH
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FEDERAL HIGHWAY ADMINISTRATION

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Scale in Feet

Revised January 1975

9507

VICTOR ATIYEH
GOVERNOR

Department of Transportation
METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 21, 1981

In Reply Refer to
File No.

79-29
10022
10024

W. A. PALMATEER, General Manager
OBEC Consulting Engineers
244 Country Club Road
Eugene, Or 97401

Subject: Clatskanie River Bridge, Nehalem Street
Westport Slough Bridge, Woodson Road
Scappoose Creek Bridge, West Lane Road
Columbia County

Your letter of May 12 has clarified how much preliminary engineering remains to be done on the three Columbia County bridge projects. We are now submitting these projects to Salem for programming with FHWA. Federal approval of these projects and approval of your consultant agreement may be expected in four to six weeks.

Regarding the Clatskanie River Bridge (Nehalem Street) project, this bridge is in the approved HBR program as a pier repair and widening project. However, the project request submitted to us describes a bridge replacement. The cost to actually replace this bridge would be considerably higher than the amount shown on the project request. I am attaching a copy of a letter sent to Bob Wheeler, City Administrator of Clatskanie, regarding repair versus replacement.

Earl Mershon

EARL MERSHON
Program Engineer

cc: A. J. Ahlborn
Sam Hollinger
Walt Hart
Jon Rose
Hal Reynoldson
Rep. Caroline Magruder

Attachments

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
MAY 22 1981
REFERRED TO _____
FOR _____
FILE: PM FA LG.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

METROPOLITAN BRANCH

5821 N.E. GLISAN, PORTLAND, OREGON 97213

May 13, 1981

In Reply Refer to
File No.

BOB WHEELER, City Administrator
City of Clatskanie
P.O. Box 9
Clatskanie, OR 97016

Subject: Bridge Replacement
Clatskanie River (Nehalem Street Bridge)
City of Clatskanie

Following our telephone conversation yesterday, I have discussed Clatskanie's bridge replacement project with several members of the Highway Division staff and I would like to pass along my concerns.

When we first discussed this project, it was my understanding and that of the Salem Bridge Section, that rehabilitation was a reasonable possibility. The project could restore the structural integrity of the bridge and widen it as needed to function well for the city. Federal Highway Administration guidelines allow rehabilitation of bridges with sufficiency ratings below 80, but to be eligible for complete replacement, a structure must have a sufficiency rating below 50. The Nehalem Street bridge had a rating of 51.1 and this was recently adjusted downward to 42.9. While technically this brings the structure within the range of possible replacement, it is far from the highest priority. Of the 89 bridges on the five year bridge replacement program, only two others have a rating higher than 42 and two-thirds of them have a rating below 20. From this it can be seen that the Nehalem Street bridge is an excellent candidate for rehabilitation, but is not a high priority prospect for complete replacement. It will be extremely difficult to justify replacement if rehabilitation will provide acceptable service for less money. Money for this program is limited, and any unnecessary costs will reduce the number of bridges that can be replaced throughout the state.

It is not my intent to completely rule out replacement, but costs will be compared to costs for rehabilitation and the proposal will be subject to very close scrutiny. We are presently processing the City's request and we will work with you to develop a project which will serve the city's needs.

Jon Rose

JON ROSE
Federal Aid Specialist
JR/po
cc: Walt Hart
Earl Mers[illegible]

9507

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date April 1, 1981

Section Clatskanie River (Nehalem St.) Bridge
City Clatskanie Hwy. No. C4012

Highway C4012 (FAS A-752) NEHALEM ST.
Begin M.P. 0.15 Length 100'

County Columbia
Program Estimate $261,000

Region 1
Funding Source HBR

(Attach Project Location Map)

B. Purpose, Need, and Description of Project (Describe Alternatives):

Replacement of existing steel and concrete bridge, built in 1934. Existing bridge has settled at one end and is adequate only for about H10 loading. New bridge will be designed for HS 20-44 loading. Rebuilding existing bridge would be expensive and would not correct settlement problem. The existing bridge could not easily be made adequate for modern-day highway loading.

C. Recommended Project Classification:

Project Class		Documentation
_____	I	Draft and Final EIS
X	II	Categorical Exclusion
_____	III	Environmental Assessment

Other Documentation:

__ Wetlands Finding
__ Noise Study Report
__ Cultural Resource Survey
__ Indirect Source Construction Permit
__ Section 106 Procedures
__ Section 4(f) Determination

Basis for Recommended Classification:

The new bridge will replace the existing bridge in the same location within existing right-of-way. The proposed project will generate no significant long-term impacts. Temporary impacts related to construction, such as noise and disturbance of the water, will be minimized and/or done in accordance with permit limitations.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	No	No
Average Daily Traffic (Volume and Year)	2500 est. (1981)	3500 est. (2000)
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	25/25 mph	25/25 mph

(12-15-80)

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	None
Estimated Number of Parcels	None
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe:

Proposed project will be constructed within existing right-of-way.

2. Estimated Impact on Land Use:

None. Project is within city limits and surrounding land is already developed. Proposal is for replacement of an existing bridge.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

None. The new bridge will be in the same location as the old bridge and will have substantially the same dimensions.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None except for minor temporary impacts during construction. No rare or endangered species of plants or animals have been identified which would be influenced by the proposed project.

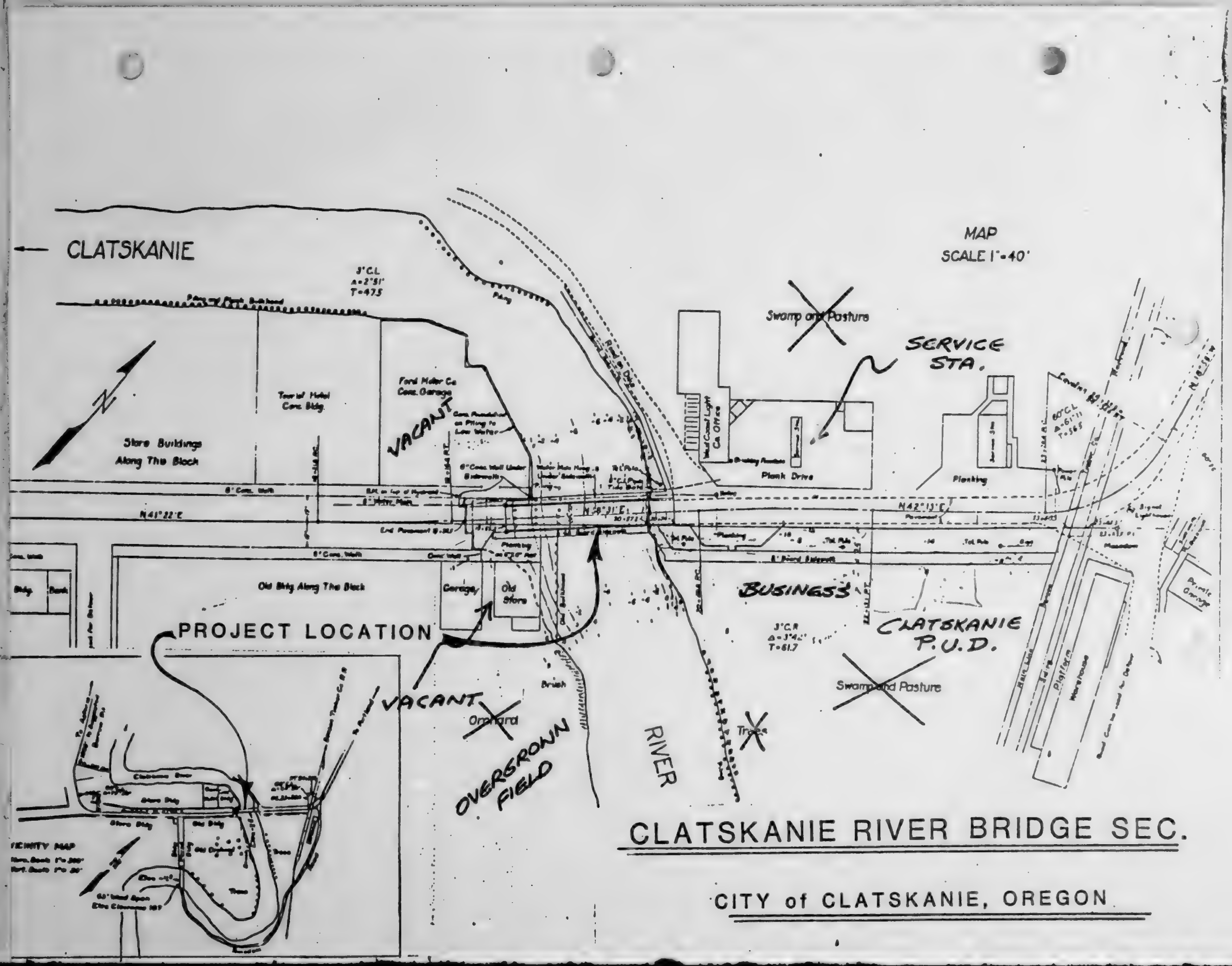
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None. Project is within city limits and existing right-of-way. No resources of these types lie within the limits of the project.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None are known at present.

Name of Preparer and Phone Number: OBEC Consulting Engineers (WGW) 683-6090.
Jeff Kaiser (ODOT) 238-7439



CLATSKANIE RIVER BRIDGE SEC.

CITY of CLATSKANIE, OREGON

Project Clatskanie River Bridge, Nehalem Street

Agency City of Clatskanie Date May 20, 1981

Type of Project Bridge rehabilitation or replacement

Funds SOS FAIX FAUS FASC Title II (HBR)

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	( )	(X)
Monitor PE	( )	(X)	( )	( )
Field Survey	( )	( )	( )	(X)
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	( )	(X)	( )
Preliminary Design Plans & Specs.	( )	( )	( )	(X)
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	( )	( )	(X)
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X)	( )
Provide for Right-of-way Agreement		(Yes)	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (X) Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

Form E-33 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

10024

Section: Clatskanie River Bridge

Highway: Nehalem Street

County: Columbia

Date: May 20, 19 8

Authorization No. 1

Survey Prefix _____ (Assigned by Salem office)

Description of termini, route, length, etc.: Nehalem Street (old Hwy US 30), M.P. 0.15, City of Clatskanie. Overall length of survey is 100 feet.

Proposed: Rehabilitate or replace the existing structure; grading, paving, curbs and walks on each side.

Purpose of survey: Consultant will perform preliminary engineering

State will monitor, prepare the bidding and contract documents, advertise for bid proposals, award the construction contracts.

Estimate of cost: $261,000
FUNDING: HBR
CATEGORY: Class II, Categorical Exclusion

Estimate of Cost		
Field Survey (monitor)	(901)	1,500
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	18,600
Final Design	(905)	500
Bridge Design	(906)	1,500
Preliminary Design	(907)	0
R/W Description	(909)	100
Soils & Geology	(910)	750
Traffic	(911)	
Landscape	(912)	
Liaison R/W	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engineering Graphics	(919)	
Project Management	(920)	100
Specifications	(921)	1,200
Administrative Services	(922)	100
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	5,000
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 29,550
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

Project Clatskanie River Bridge, Nehalem Street

Agency City of Clatskanie Date May 20, 1981

Type of Project Bridge rehabilitation or replacement

Funds SOS FAIX FAUS FASC Title II (HBR)

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	( )	( )	⊠
Monitor PE	( )	⊠	( )	( )
Field Survey	( )	( )	( )	⊠
Prepare Environmental Statements	⊠	( )	( )	( )
Review & Process Envir. Statements	⊠	( )	( )	( )
Public Hearings	⊠	( )	( )	( )
Citizen Involvement	( )	( )	⊠	( )
Action Plan Requirements	( )	( )	⊠	( )
Preliminary Design Plans & Specs.	( )	( )	( )	⊠
Prepare for Contract Bids	( )	⊠	( )	( )
Advertise, Let and Award	( )	⊠	( )	( )
Major Construction Engineering	( )	( )	( )	⊠
Lab Testing, Final Checking	( )	⊠	( )	( )
Utility Responsibility	( )	( )	⊠	( )
Maintenance After Completion	( )	( )	⊠	( )
Signal Maintenance	⊠	( )	( )	( )
Power Consumption	⊠	( )	( )	( )
Local Match	( )	( )	⊠	( )
Provide for Right-of-way Agreement		(Yes)	No	

Construction by Contract ⊠ State Forces ( ) Local Forces ( )

Advance Deposit Required PE ⊠ Construction ( ) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks:

LOCATION PROSPECTUS

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: May 20, 1981

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Clatskanie River Bridge

HIGHWAY NAME: Nehalem Street

HIGHWAY NUMBER:

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2A	Columbia	Clatskanie

LENGTH: 100 ft.

MILEPOST NUMBER: TO

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: City of Clatskanie

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Rehabilitate or replace the existing structure. The project has been approved in the HBR program as a "pier repair and widening" project. The City of Clatskanie requested a bridge replacement.

The two alternatives will be evaluated during PE to select the most cost effective solution.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
1981 - 2,500	2000 - 3,500

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
25		☐ LIGHT ☐ MEDIUM ☐ HEAVY

3. FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Two 17'	Two 18'
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS	8' each side	Same
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Clatskanie River	☒	☐	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☒	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☒	☐	☐

Type Electrical

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY: APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☐	☒
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☐	☒

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	3.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE _____ (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

7 - TYPICAL SECTION AND LOCATION

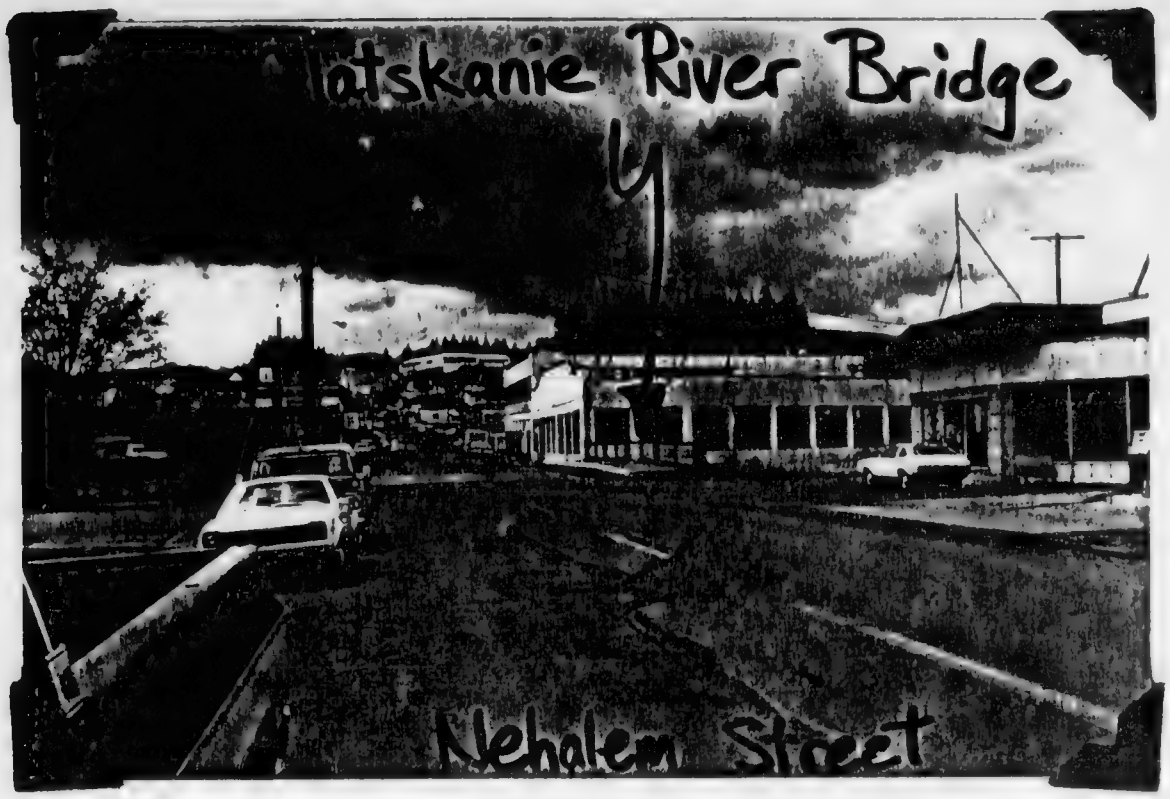
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

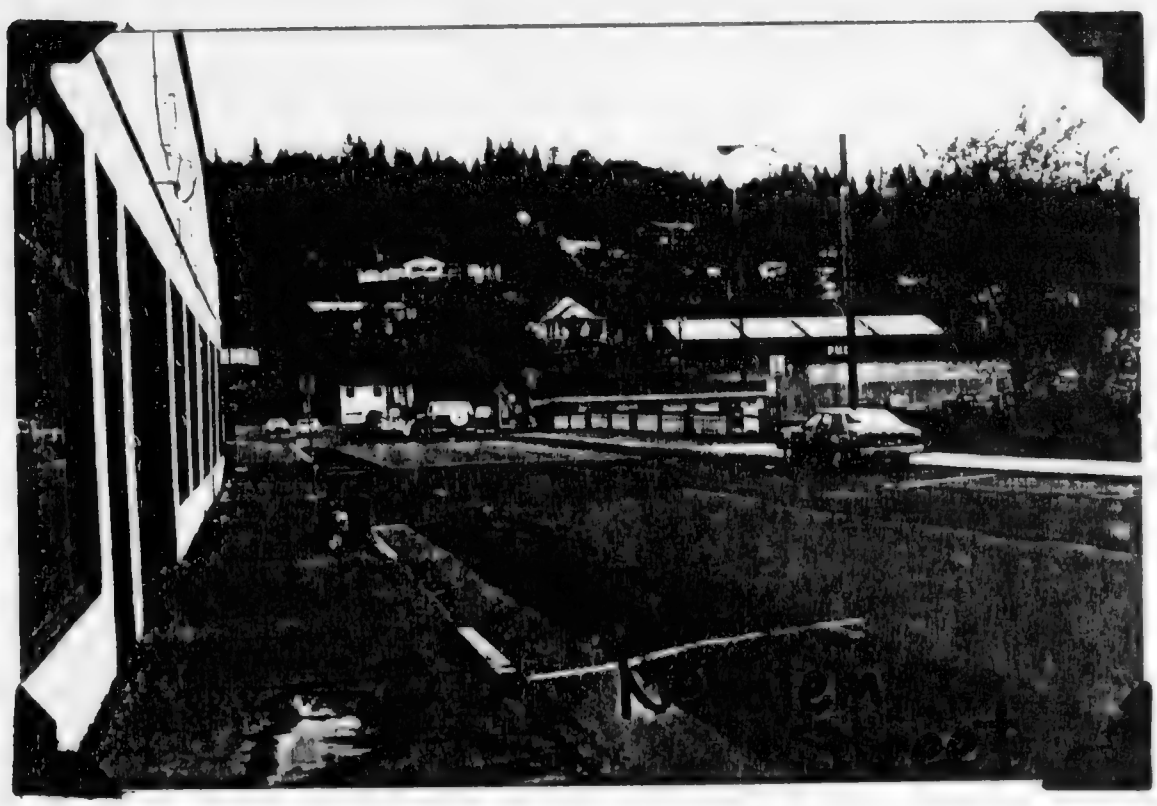
	REGION	SALEM
PRELIMINARY ENGINEERING	29,550	
RIGHT OF WAY		
TRAFFIC CONTROL	1,000	
ILLUMINATION		
STRUCTURES	208,000	
RAILROAD		
ROADWAY	10,000	
OTHER Remove existing bridge	15,000	
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	263,550	

SUBMITTED BY _____

CLATSKANIE RIVER BRIDGE

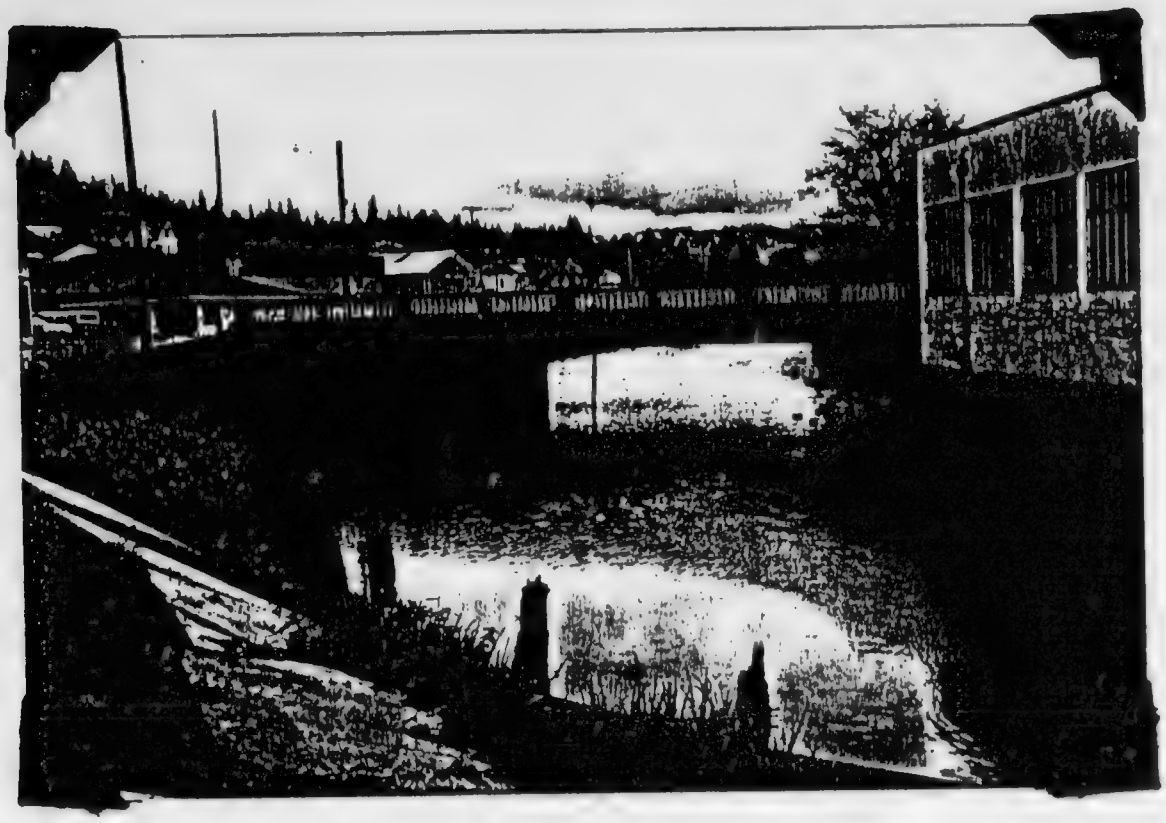


Camera facing southwest

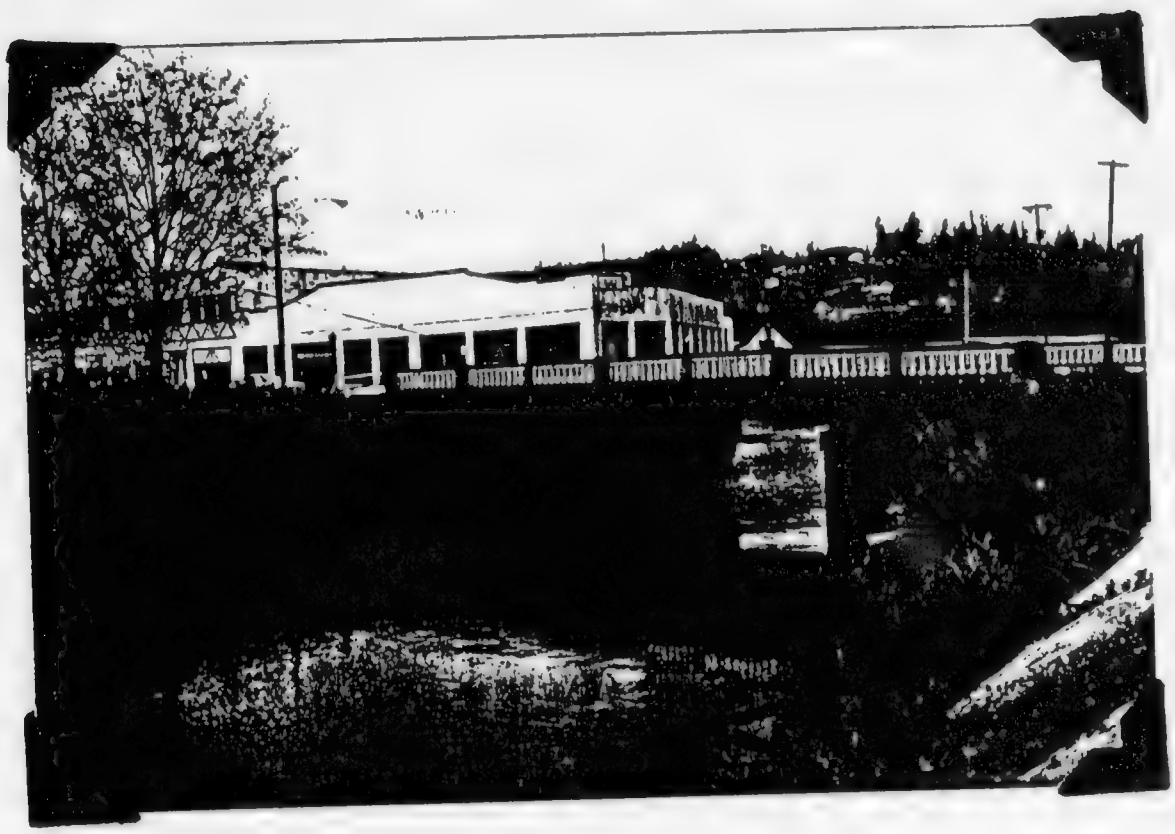


Camera facing northeast

CLATSKANIE RIVER BRIDGE



Camera facing southeast



Camera facing west

.9507

FEDERAL AID PROJECT REQUEST

Date March 30, 1981

Applicant Agency City of Clatskanie, Oregon
Request for: Off-System____, FAS-C____, FAUS____ Project HBR X
Federal Aid Route No. 689 Route Name Nehalem Street
Project Name Nehalem Street Bridge Sec.

Project Length 100' Project Location (Attach sketch map)
Project Description Replacement of existing steel and concrete bridge. Existing bridge has settled at one end and is adequate only for about H-10 loading. New concrete bridge will be designed for HS20 loading. As an alternative, the rehabilitation of the existing structure will also be evaluated during PE to determine the most cost effective. Solution.
Average Daily Traffic 2500 est. Design Speed 25

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34' Travel Lanes 2 Shoulders None
Medians None Parking Parallel on both sides
Sidewalks 8' concrete both sides
Remarks City Street

2. Desired Roadway Cross Section: (Attach sketch)

Width 36' Travel Lanes 2' Shoulders None
Medians None Parking Parallel on both sides
Curbed Yes Length Curb Radii N/A
Sidewalk/Bikeway 8' sidewalk on each side
Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes____ No X

3. Will additional right-of-way be needed? Yes____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ No____
Remarks

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By applicant

4. Permanent Striping:

Include in project or by applicant? By applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

One overhead wire-suspended mercury vapor street lamp.

2. Proposed Illumination:

Location Over bridge

Type Mercury vapor

Remarks Reinstall existing lamp.

V. STRUCTURE DATA

1. Existing Structure:

Location Nehalem Street (783), M.P. 0.15, City of Caltskanie.

Type Steel beam/concrete deck, two unequal spans.

Approach Roadway Width 34' Shoulder Width None

Length 96' Width 56'-6"

To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 100' Width 52'

Are sidewalk/bikeways desired? 8' sidewalk each side

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Nearby building is settling. Overhead wires and street lamp will have to be moved.

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — City of Clatskanie Office
2. Environmental — City of Clatskanie Office
3. Public Hearing — City of Clatskanie Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State _____ Consultant X

2. Project construction engineering to be performed by:

Applicant_____ State_____ Consultant___X___

3. Will applicant perform any work prior to or after award of contract?
Yes___X___ No_____
If "yes," describe briefly: Applicant will provide permanent signing and striping.

4. Applicant's estimate of cost for requested project:

Foundation Investigation	$ ~~5,000~~ (Included in P.E)
Roadway Work	$ 10,000
Right-of-way costs (if participating)	
Traffic control	1,000
Illumination	---
Structures	208,000
Railroad	---
Other Removal of Existing Bridge	15,000
Preliminary engineering	~~22,000~~ 29,550
PROJECT TOTAL	$~~261,000~~ 263,550

Remarks This project is in the HBR program for $250,000. as a pier repair and widening project. The OSHD estimate to replace this structure is $338,000. excluding P.E. E.C. Meehan 5-19-81.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Clatskanie and/or _____ COUNTY

By Robert A. Wheeler
Robert A. Wheeler, City Administrator

By_____

By_____

By_____

By_____

(1976)

MAP
SCALE 1"=40'

← CLATSKANIE

Store Buildings
Along The Block

Tourist Hotel
Conc. Bldg

Ford Motor Co
Conc. Garage

Old Bldg Along The Block

Garage

Old
Store

Brick Bldg

Bank

Swamp and Pasture

Plank Drive

Planking

Orchard

Brush

Trees

RIVER

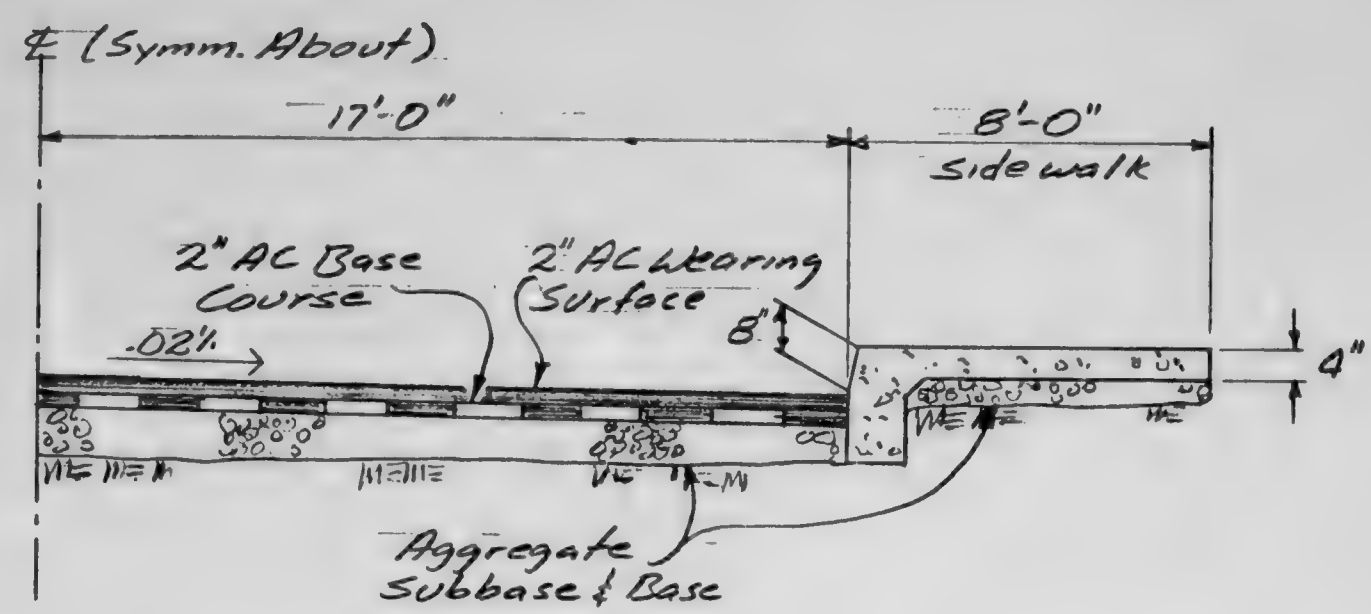
Swamp and Pasture

PROJECT LOCATION

VICINITY MAP

CLATSKANIE RIVER BRIDGE SEC.

CITY of CLATSKANIE, OREGON



EXISTING AND NEW ROADWAY

No Scale

CLATSKANIE RIVER BRIDGE SEC.

CITY of CLATSKANIE, OREGON

1982 S. Umpqua R. (Missouri Bottom) Br. Sec. of Pac. Hwy. near Myrtle Ck. (Deck Repair) 9508

r11 cc: OSHD (Coulter)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Douglas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/19/84	W. N. Bryant, Area Engineer	IR-5-2(97)106

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
6/6/83	7/17/84	90 %	350 CD

LOCATION

I-5, 6.3 miles North of Canyonville, North 0.11 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SOUTH UMPQUA RIVER (MISSOURI BOTTOM) BRIDGE
PACIFIC HIGHWAY
Deck Repair

NOTED
W. E. SCHAFF

Work completed under this project consisted of the removal and replacement of a 190 foot long by 32 foot wide section of the deck on the northbound structure, removal and reconstruction of the rail on both structures, resurfacing of the entire deck on both structure with a 1.75 inch nominal depth latex modified concrete overlay, and other incidental work common to this type project.

A contract in the amount of $629,838 was awarded to Hamilton Construction Company of Springfield, Oregon on 6/30/82. Work began on 7/19/82 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 6/6/83 at a final cost of $675,799.10, which includes $584,208.24 for original bid item work, $14,678.65 for work completed under approved Price Agreements, $7,405.95 for approved Force Account work, and $680.87 for approved State Force work, and $68,825.39 for construction engineering.

A total of 315 calendar days were used in completing the work, as compared with the 350 calendar days allowed under the contract.

RECEIVED
STATE HWY ENGR
NOV 28 '84
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: W. N. Bryant (W. N. Bryant, Area Engineer)		SIGNATURE: G. K. Hossner (Field Operations Engineer)	
TITLE: Area Engineer	DATE	TITLE: Field Operations Engineer	DATE

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

The State's materials certification and project records indicate that all materials incorporated into the work were tested or field inspected in accordance with established approved procedures and found to be in reasonably close conformance with specification requirements except that no cement samples or record aggregate samples were submitted for the latex modified concrete. Since the concrete mixture provided met all other specified requiements and because the State has taken steps to prevent future occurrances of this kind acceptance is recommended.

There were no major significant overruns or underruns encountered on this project.

July 26, 1984

Hansen & Rowland, Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

CON 5
#9508

Gentlemen or Ladies:

On July 23, 1984, we wrote to you concerning release of final payment on Contract No. 9508 awarded to Hamilton Construction Co. (Oregon) for deck repair on the South Umpqua River (Missouri Bottom) Bridge Section of the Pacific Highway in Douglas County.

Final payment on this contract is $37.16. The total contract amount is $606,292.84 including $7,405.95 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hamilton Construction Co. (Oregon)
PO Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
James J. Gix

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Umpqua River Bridge		WEEK ENDING: August 20, 1983
		SECTION PREFIX: 610-1013
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Missouri Bottom	KIND OF WORK: Deck Repair	
CONTRACTOR: Hamilton Construction	CONTRACT NUMBER: 9508	FEDERAL AID PROJECT NUMBER: I-IR-5-2(97)106
DATE OF CONTRACT: June 26, 1982	DATE WORK STARTED: June 28, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 350	CALENDAR DAYS USED 315
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 90
PROJECT AUTHORIZATION: $714 866.13		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $658 180.71	ENGINEERING AUTHORIZATION $56 685.42	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $638 708.00	ENGINEERING COST TO DATE $54 300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3 %	PERCENT OF AUTHORIZATION 96 %	DATE PROJECT WAS COMPLETED: 6-6-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100		100		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4600	740			
TOTAL QUANTITIES CORRECTED TO DATE	1206	660			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1206	660			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7931A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14		0		
MONDAY 15		0		
TUESDAY 16		0		
WEDNESDAY 17		0		
THURSDAY 18		0		
FRIDAY 19		0		
SATURDAY 20		0		

RECEIVED
AUG 23 1983
CONSTRUCTION SECTION

CE, DM, CAE, CA, TOE, LG, OPS, TC, SCS, FE, SAO, CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	NO ACTIVITY ALL WEEK
MONDAY 15	
TUESDAY 16	
WEDNESDAY 17	
THURSDAY 18	
FRIDAY 19	
SATURDAY 20	

REMARKS

Needed for Third Notification:

Request for final inspection and certification of Competion

SIGNED Ronald V. Burgy LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

9508

CON 5

DATE: July 29, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
IR-5-2(97)106

Contract 9508, Work Started July 19, 1982

Project S. Umpqua River (Missouri Bottom) Bridge

Highway Pacific

County Douglas

RDC:mk

cc: R. D. Church

Form 81-734-3208

1-F

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. Umpqua River (Missouri Bottom) Bridge Date 7-26, 19 82

Highway Pacific Contract No. 9508

County Douglas Prefix 610-1013

Contractor Hamilton Construction Co. F. A. Project No. IR-5-2(97)106

Address P.O. Box 659, Springfield, OR 97477 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove permanent and temporary striping.

Location by station numbers:

Throughout project limits.

Estimate of quantities and cost:

4200 lin. ft. striping
Equipment, labor, and materials = $6,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This project requires stage construction and detours. This requires removing permanent striping and temporary striping throughout the life of the contract. No provisions were provided to accomplish this work. Therefore, this work is normally done by the Extra Work basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit three copies of this order to Salem. After approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 714,866.13	
Present estimate of project costs, including $ 6,500.00 for work under this order	$ 714,866.13	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by Ronald V. Busey
Ronald Busey, Resident Engineer

Approval Recommended: For. Construction Engineer or Bridge Engineer

Approved ORIGINAL SIGNED DUANE O. CHRISTENSEN 7/20 82
7-27-82
Construction Engineer

DS 8-2-82

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E June 23, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 24, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 24, 1982 on the following projects:

1. Burns Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette Rock Production
   Willamette Highway, Klamath County
   Aggregate Crushing

   Same as No. 1.

3. Division Street NE-Trade Street SE (Salem)
   Front Street, Marion County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

4. Columbia River Highway @ Sauvie Island Road
   Multnomah County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

5. Redland Road-Beaver Creek Road
   Cascade Highway South, Clackamas County
   Grading and Drainage

   Grading only. Later surfacing contract will have eight-foot shoulders for pedestrian and bicycle use.

6. Clatskanie River (Clatskanie) Bridge
Nehalem Street, Columbia County
Structure

Thirty-four foot road with eight-foot sidewalks on structure for pedestrian and bicycle use.

7. S. Umpqua River (Missouri Bottom) Bridge
Pacific Highway, Douglas County
Structure

Structure repair on Interstate Highway. Ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Medford Complex Building-and Site Alterations
Jackson County
Building Alteration and Repair

Same as No. 1.

9. Columbia River Bridge (North and South Channels)
East Portland Freeway, Multnomah County, Oregon
and Clark County, Washington
Illumination

Roadway lighting on this project will also illuminate pedestrian-bikeway within the limits of this project.

10. Emigrant Hill-Meacham
Old Oregon Trail, Umatilla County
Paving

Resurfacing project. Ten-foot shoulders available for pedestrian and bicycle use.

Same as No. 7.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-2(97)106
2. STATE PROJECT NO.: See below
3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.:
5. ITEM NO.: 20028
2A. COUNTY NAME: Douglas
6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 6/2/82
8. FEDERAL ROUTE NUMBER: Interstate 5
9. STATE ROUTE NUMBER: Primary 1
10. GENERAL LOCATION:

South Umpqua River (Missouri Bottom) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Bridge Deck Repair

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [XX] CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Mr. Swan's 6/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $816,171 Federal Funds $752,672.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 9 '82
REFER TO: Moehring
FOR
Info | Invest | R/D | D.R | Sign | Act | File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9508

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-5-2(-) (Old IR-5-2(95)102) Deck Reconstruction S. Umpqua River (Missouri Bottom) Twin Structures

Date: April 26, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
ATTN: Mr. Walter Hart, Bridge Engineer

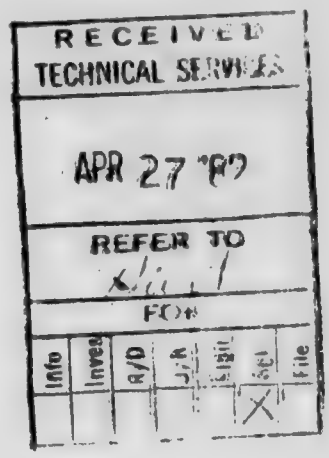
We have reviewed Mr. Hart's submittal of April 16 for the subject structures. Generally, we agree with the proposal.

Please consider including some epoxy grouting of deck cracks in Spans 1 and 2 of the Northbound structure.

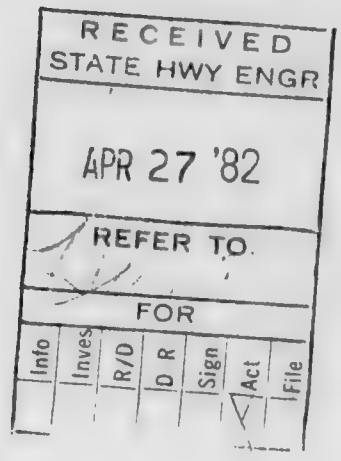
Also, we note in the Southbound structure that you propose a 20-foot deck replacement. This consideration should be field-verified. Note also there is 2.1 pounds per cubic yard of chloride at Station 1+80 which should be carefully scarified to remove as much contaminated concrete as possible before placing the overlay.

Please proceed with the project.

For Dale E. Wilken



to Hall for action
Ed A 4/28



VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
DES 23

April 16, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

RECEIVED
TECHNICAL SERVICES
APR 19 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Del | File

FROM:

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Deck Reconstruction
S. Umpqua River (Missouri Bottom)
Twin Structures
BR 7931A

In our letter of August 5, 1981, we requested approval to rehabilitate the decks on the following structures:

South Umpqua River (Missouri Bottom), Twin Structures, Bridge 7931A
South Umpqua River (Fords) Bridge 509C
Overcrossing South Umpqua River, SPRR and Highway 235 (Booth Ranch) Northbound, Bridge 7841 B-A; (Booth Ranch) Southbound, Bridge 7841 A-A

We now propose to rehabilitate only the South Umpqua River (Missouri Bottom) structures at this time.

After reviewing the latest testing for chloride content, March 1982; chain drag for delamination, November 1981; overall visual inspection, January 26, 1982, and visual inspection of deck cracking, April 8, 1982, we propose the following:

Northbound Structure

1. Remove and replace the southerly 179 feet of deck
2. Place 1-3/4 inches of latex concrete overlay on remainder of structure
3. Remove and replace the "picket fence" type steel rail with our Type "G" rail
4. Reset rockers at Pier 1

Southbound Structure

1. Remove and replace the northerly 20 feet of deck on Span 3
2. Place 1-3/4 inches latex concrete overlay on remainder of structure

3. Remove and replace the "picket fence" type steel rail with our Type "G" rail

4. Reset rockers at Pier 1

Information on chloride content and chain drag previously sent. Information on deck cracking in areas proposed for replacement is enclosed.

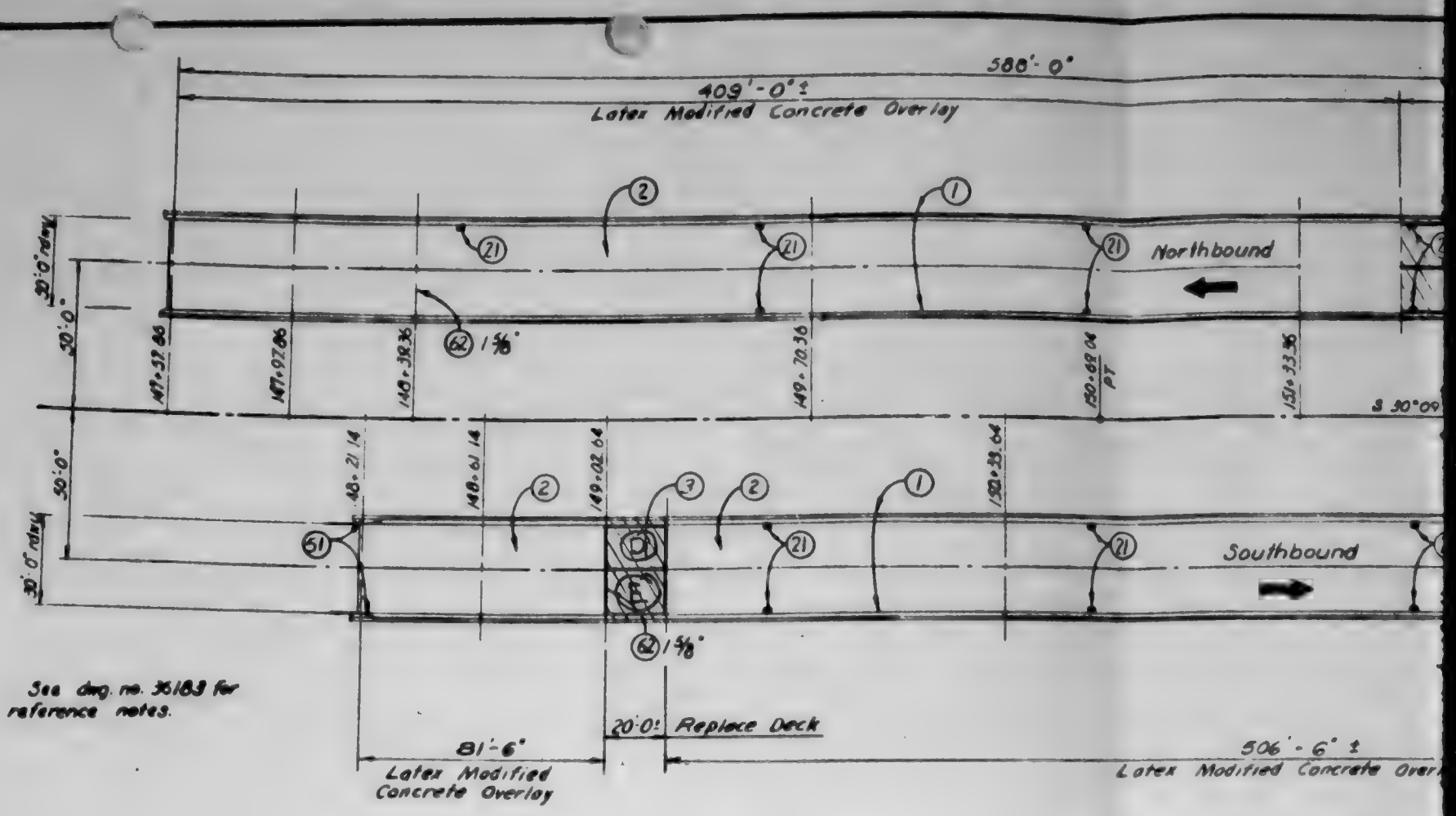
Contrary to previous correspondence, we no longer intend to use any FAI funds on this project. We request your concurence that the project is eligible for I-4R funding. The estimated cost is $697,000, which includes an allowance for engineering and contingencies.

In consideration of the above and the enclosed information, we request your approval of the amount and character of the work. An early reply would be appreciated.

TGT:dsb

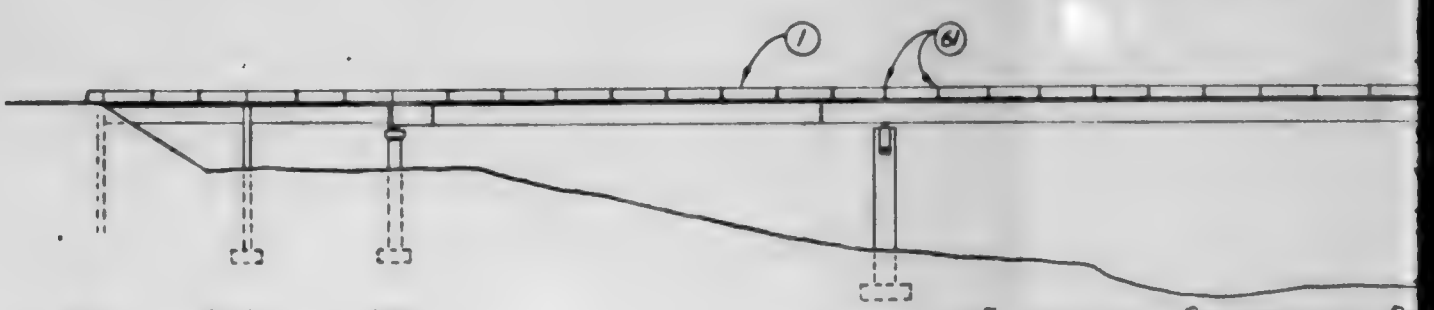
Enclosures

cc /w/ enclosure: E. S. Hunter
D. H. Moehring
Alfred Shirley, Jr.



PLAN

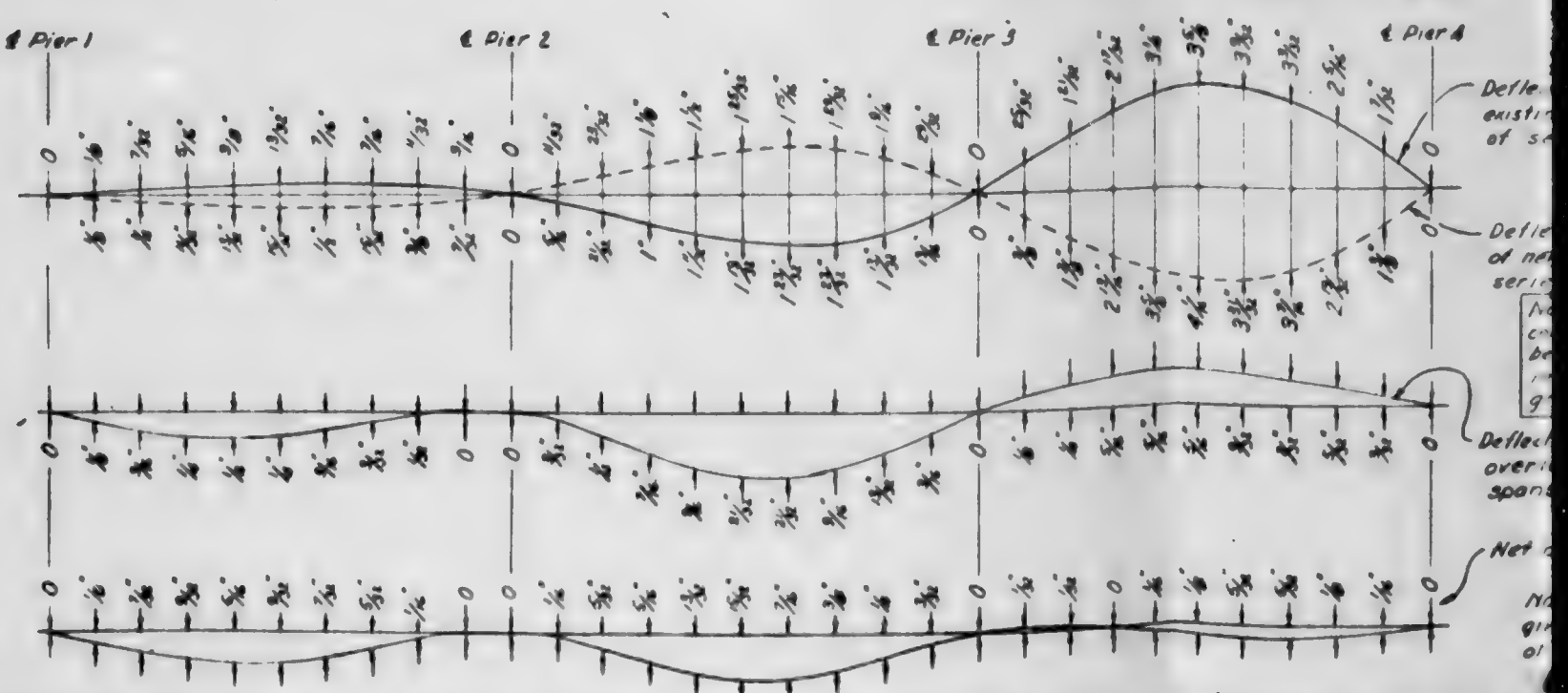
Scale 1"=30'-0"



ELEVATION - SOUTHBOUND BR

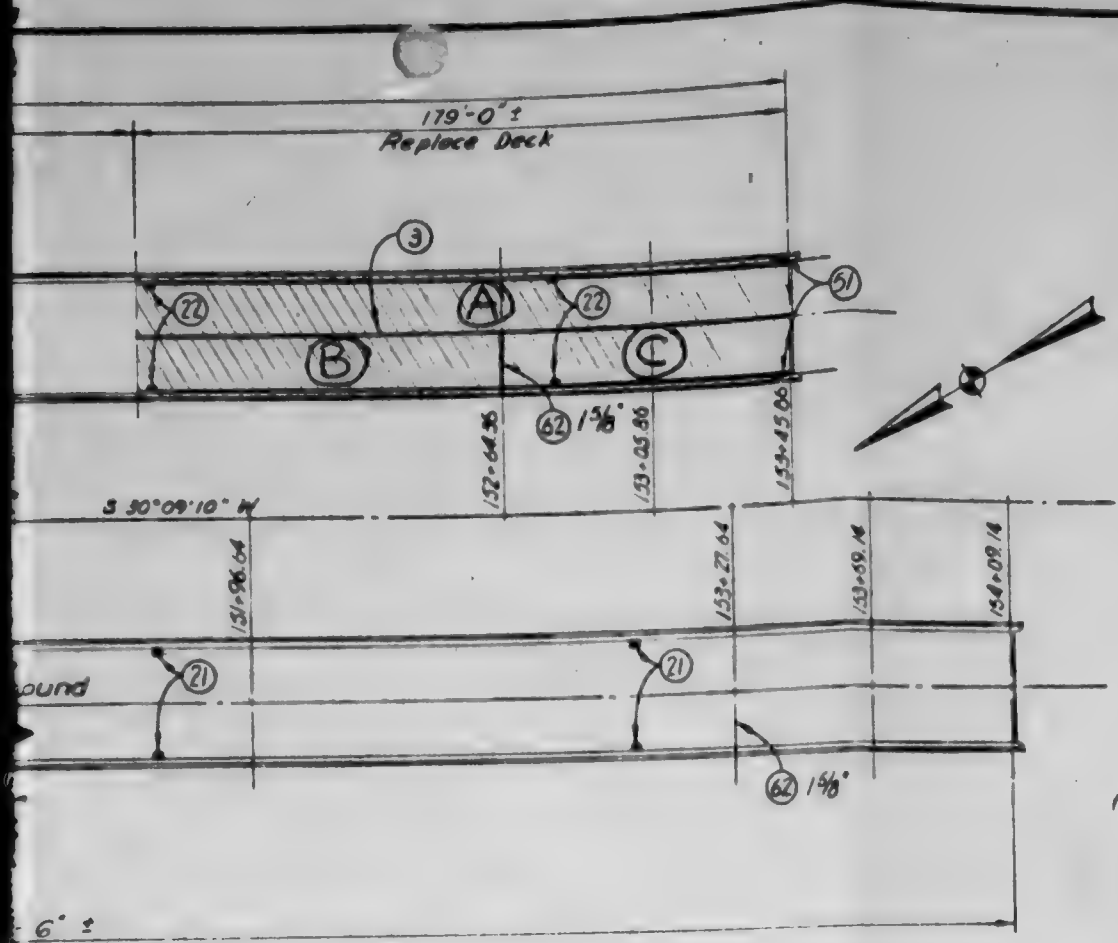
(NORTHBOUND BR SIMILAR)

Scale: 1"=30'-0"



CAMBER DIAGRAMS - 3 SPAN CONTINUOUS STEEL GIRDER SERIES - NORTHBOUND STRUCTU

No Scale



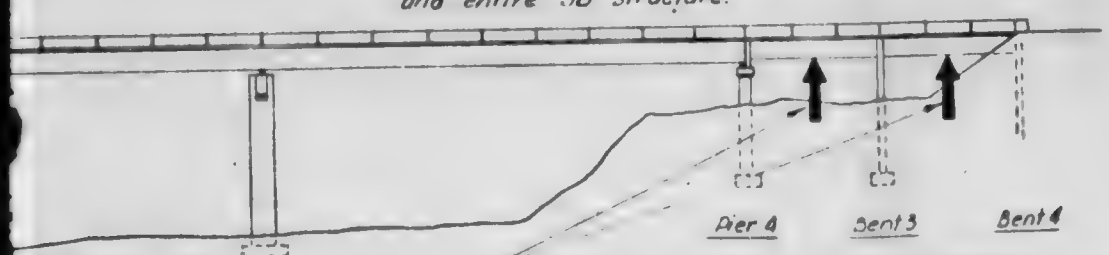
6" ± Concrete Overlay

SUMMARY:

Construct new rails full length both sides, both structures.

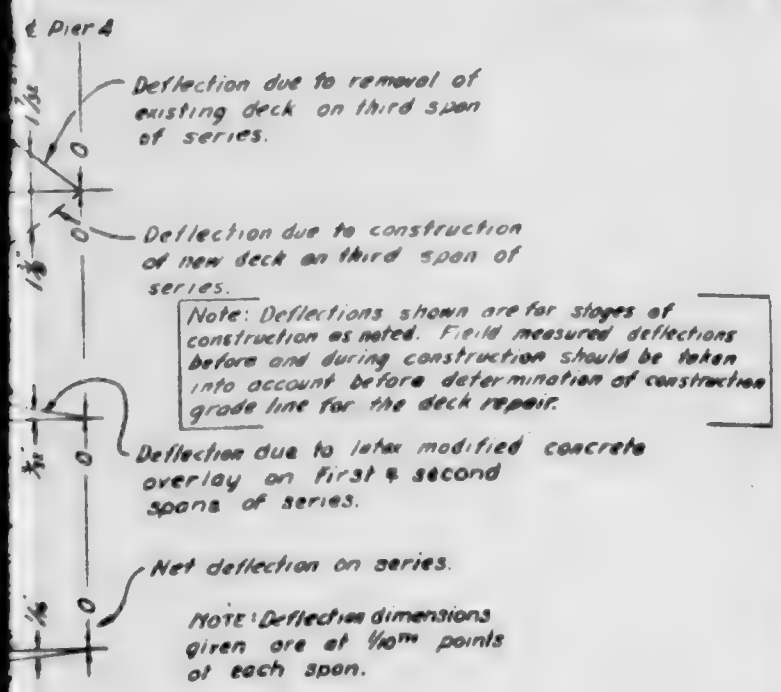
Construct new deck (cross hatched area) on Northbound and Southbound Structures.

Dense Concrete Overlay remaining NB and entire SB structure.



THBOUND BR.
R. SIMILAR)
Pier 3
= 30'-0"

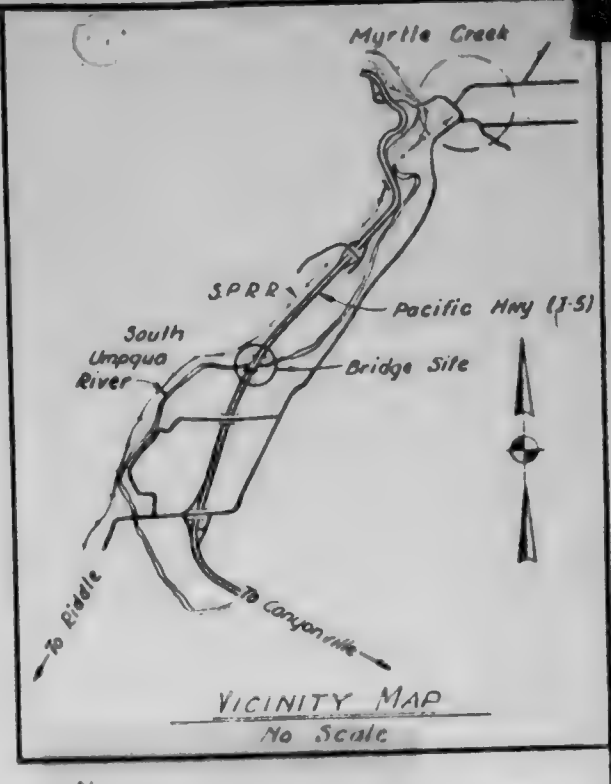
Provide temporary supports at midspan of 2 southerly spans (Northbound structure only) during deck removal and replacement work.


℄ Pier 4
Deflection due to removal of existing deck on third span of series.
Deflection due to construction of new deck on third span of series.
Deflection due to latex modified concrete overlay on first & second spans of series.
Net deflection on series.

Note: Deflections shown are for stages of construction as noted. Field measured deflections before and during construction should be taken into account before determination of construction grade line for the deck repair.

Note: Deflection dimensions given are at 1/10th points of each span.

IND STRUCTURE



DECK CRACKING		
DECK AREA	UPPER SURFACE	BOTTOM SURFACE
A	MAP CRACKED AND SPALLED	MAP CRACKED
B	MAP CRACKED	TRANSV CRACKS
C	MAP CRACKED	MAP CRACKED
D	MAP CRACKED	O.K.
E	MAP CRACKED AND SPALLED	MAP CRACKED

See Special Provisions for latex modified overlay concrete.

All other concrete shall be Class 3300 - 1½" (f'_c = 1,320 psi).

Reinforcing bars in the top mat of deck steel, including negative moment steel and transverse bent bars, and all bars extending from the deck into the rails shall be epoxy coated.

APPROVED: P.E.
STRUCTURAL DESIGN ENGINEER P.E.
TECHNICAL SERVICES ENGINEER
DESIGNED HO Weesner
DRAWN MC Young
CHECKED
REVIEWED
REVIEWED
CALC BOOK 1844

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
STRUCTURAL DESIGN SECTION

MISSOURI BOTTOM BRIDGE
SOUTH UMPQUA RIVER
MISSOURI BOTTOM BRIDGE SECTION
PACIFIC HIGHWAY - DOUGLAS COUNTY

DECK REPAIR - PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 36890 thru 36892, 27090, 27155 and S-83

DATE April 12, 1982
BRIDGE NO. 7931 A

SHEET 1 OF 7
DRAWING NO. 36889

9508

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

August 5, 1981

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTE:
F. S. HUNTER

SUBJECT: Deck Reconstruction
South Umpqua River (Missouri Bottom)
Twin Structures, 7931A
South Umpqua River (Fords) Bridge 509C
O'xings South Umpqua River, SPRR & Hwy. 235
(Booth Ranch) Northbound, Bridge 7841B-A
(Booth Ranch) Southbound, Bridge 7841A-A

Our current plans for deck rehabilitation on the subject structures is as follows:

Missouri Bottom Bridges, Bridge 7931A

Replace deck of three southernmost spans of the northbound structure. This involves two 40-foot RCDG spans and one 131-foot floor beam-stringer two-girder steel span. Apply a dense concrete overlay to the remaining deck of the northbound and all of the deck of the southbound structures. Construct new modified Type "G" rails at curb line on both sides of each structure full length.

Fords Bridge, Bridge 509C

Apply a dense concrete overlay to the deck of the entire structure. Construct modified Type "G" rails at the curb line on both sides of the structure. The existing Type "G" barrier rail on center-line of bridge to remain in place.

Booth Ranch Bridges, N.B. 7841B-A, S.B. 7841A-A

Apply a dense concrete overlay to the deck of both northbound and southbound structures full length. The existing parapet rail to be retained with no current modification on both bridges.

RECEIVED
TECHNICAL SERVICES
AUG 7 '81
REFER TO
FOR

Form 734-3122

The up-to-date total estimated cost of this project is $2,009,388.00, including an allowance for engineering and contingencies. Attached are two sets of prints of Drawings numbered 36180 through 36186, which are the advance plans for the proposed project.

Attached is a comparative summary of chloride ion levels from 1976 and 1981 laboratory samples for the subject bridge decks. Other field tests made on these bridge decks in accordance with a request by Walter J. Hart, Bridge Engineer, dated December 24, 1975, include the following:

(2) Half cell potential measurements to determine if active corrosion of deck steel exists.

(3) Use of pachometer to check depth of top mat of deck steel.

(4) Chain drag to find areas of deck delaminations.

(5) 4" dia full-depth deck cores in areas of major cracking to determine position of deck steel layers, total deck thickness and concrete strength.

(6) Live load deck deflection measurements.

A field summary of these tests on each bridge is attached.

The northbound Missouri Bottom Bridge is the only one on which we are recommending total deck replacement at this time. The two 40-foot RCDG spans are of a two-span continuous T-beam construction and involve falsework bents for temporary support of the stems during deck replacement which includes negative moment steel at the interior bent. The 131-foot steel span recommended for deck replacement is the southernmost span of a three-span continuous girder series, so involves field planning to meet the final grade line.

Our field investigations have led us to the conclusion that a Portland Cement, dense concrete overlay will be adequate for the deck reconstruction on all the remaining spans of these three bridges.

The method for determining the split of FAI and RRR funding which has been used for both Winchester and Shady deck reconstruction contracts has been assumed for the currently proposed project. The

estimated funding distribution is FAI - $1,880,863.00 and RRR - $128,525.00. An attachment labeled Attachment A, sets forth the details of the method for determination of the actual FAI and RRR project costs.

In consideration of the above discussion and the attached information, we request your approval of the amount and character of the work and the method for determination of the funding split. An early reply would be appreciated.

Attachment

cc E. S. Hunter /w/ attach.
D. H. Moehring /w/ attach.
Alfred Shirley /w/ attach.

Deck Reconstruction
South Umpqua River (Missouri Bottom)
Twin Structures, 7931A
South Umpqua River (Fords) Bridge 509C
O'xings South Umpqua River, SPRR & Hwy. 235
(Booth Ranch) Northbound, Bridge 7841B-A
(Booth Ranch) Southbound, Bridge 7841A-A

ATTACHMENT A

METHOD FOR DETERMINATION

OF FAI-RRR FUNDING SPLIT

The basic concept of the funding split is that the FAI funding be the amount that the project would have cost had it been completely a combination structural deck overlay and substandard rail replacement project. The proposed detailed method for determination of the funding split consists of the following categories of calculations:

CATEGORY I - Summation of items which are 100% FAI funding.

1. Rail removal (spans to be overlayed)
2. Structural concrete in Type G rail (spans to be overlayed)
3. Metal reinforcing in Type G rail (spans to be overlayed)
4. Class I Preparation for dense concrete overlay
5. Class II Preparation for dense concrete overlay
6. Furnish and place dense concrete overlay
7. Expansion joints
8. Railroad protection
9. Metal reinforcing - epoxy coated

CATEGORY II - Calculated FAI funding for the spans to be redecked

1. $\frac{\text{Length of redeck spans}}{\text{Length of overlay spans}}$ x Cost summation of Items 1-3 in CATEGORY I

2. $\frac{\text{Sq. Yds. of deck in redeck spans}}{\text{Sq. Yds. of deck in overlay spans}}$ x Cost summation of Items 4-6 in CATEGORY I

CATEGORY III - Calculated RRR funding for steel span work.

Subtract the total FAI funding calculated under CATEGORY II from the summation of the following redecked span items.

1. Structural concrete (redecked spans deck and rail)
2. Metal reinforcement (redecked spans deck and rail)
3. Concrete deck and rail removal (redecked spans)
4. Furnish and place shear studs (steel spans)

CATEGORY IV - To obtain the FAI funding in this category, apply the percent of FAI funding to total funding (determined in CATEGORIES I through III) to the following items.

1. Temporary protection and direction to traffic.
2. Temporary illumination
3. All roadwork items
4. Mobilization
5. Engineering

It is possible that the above description will not cover all project costs. In this event, the basic concept stated above would apply.

BENT #1

ROSEBURG

1981

CHLORIDE CONTENT

1977

0-1 — 2.0
1-2 — 1.2

0-1 — 3.4

Nº 1 0-1 — 1.09 lbs Cl^-/yd^3
1-2 — 1.30

Nº 2 0-1 — 4.08

Nº 1 — 5½
Top rebar cov
Bottom rebar c

Nº 2 —

BENT #1

BENT #2

PIER #1

PIER #2

4 INCH CORE

PACHOMETER READINGS

Nº 1 — 5½"

Top rebar cover — 1"

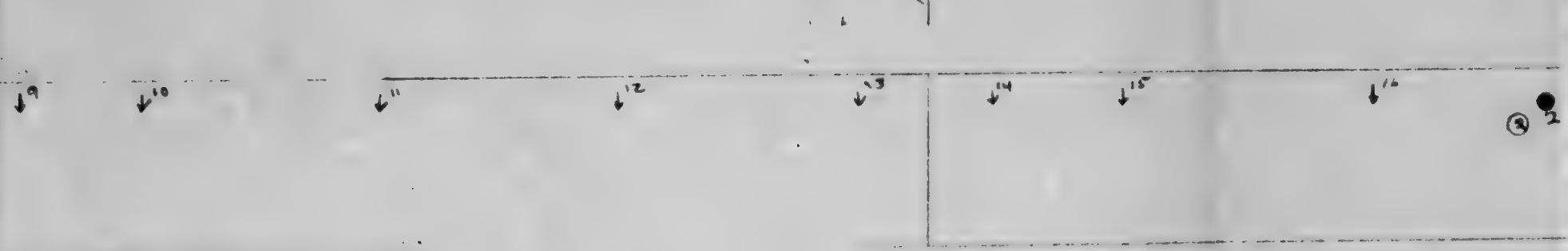
Bottom rebar cover — 1"

rebar depth

south approach — min. — 7/8"

— Ave. — 1"

PIER #3



PLAN
SCALE 1"=30'-0"

CHAIN DRAG

No delamination

Hollow spots around patched areas

DECK DEFLECTIONS

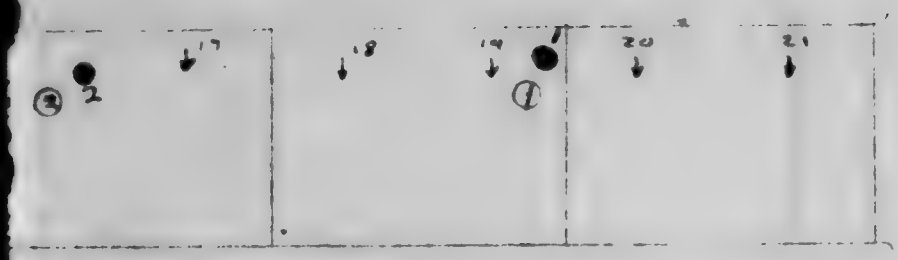
8,300# 18,100# 18,100#

Bent	Sta.	reading
1	1	.31
	2	24
2	3	28
	4	26

PIER #4

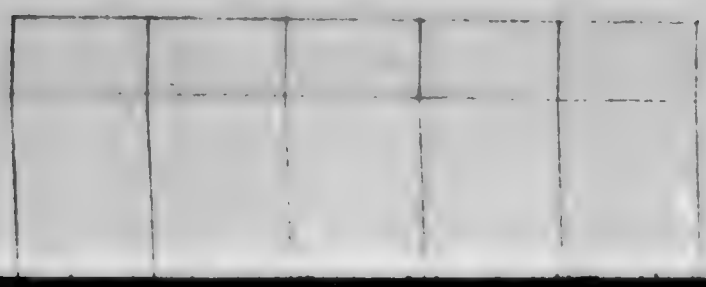
BENT #3

BENT #4



HALFCELL POTENTIAL READINGS

(Volts)



INGS

1981

0-1 — 2.0
1-2 — 1.2

0-1 — 3.4
1-2 — 2.1

0-1 — 3.2
1-2 — 1.6

CHLORIDE CONTENT

1977

Nº 1	0-1	1.09 lbs Cl⁻/yd³
	1-2	1.30
Nº 2	0-1	4.08
	1-2	0.86
Nº 3	0-1	1.04
	1-2	0.89

Nº 1 –
Top reba
Bottom r

Nº 2 –
Top reba
Bottom re

Nº 3 –
Top reba
Bottom re

Notes:
Core #1 –

Core #2 –

Core #3 –

LEGEND

① 4 INCH CORE

● CHLORIDE CONTENT

DECK DEFLECTION

SPALLS — PATCHED

SPALLS W/EXPOSED REBAR

0-1 — 3.2
1-2 — 1.6

N°3 0-1 — 1.04
1-2 — 0.49

Bottom rebar

N°3 — 5

Top rebar co

Bottom rebar c

Notes:

Core #1 - M
thr
3/8" S
of
Rock

Core #2 - M
co
sur
or
Roc

Core #3 - N
or

LEGEND

① 4 INCH CORE

● CHLORIDE CONTENT

DECK DEFLECTION

SPALLS — PATCHED

SPALLS W/EXPOSED REBAR

№ 1 — 5 1/2"
Top rebar cover — 1"
Bottom rebar cover — 1"

№ 2 — 5 7/8"
Top rebar cover — 1 1/2"
Bottom rebar cover — NA

№ 3 — 5 1/4"
Top rebar cover — 1 1/8"
Bottom rebar cover — 3/4"

Notes:

Core #1 - Major transv crack thru core at rebar with 3/8" surface spall. Horiz crack at top rebar due to rust. Rock popout at vert crack.

Core #2 - Major transv crack thru core near rebar with 3/8" surface spall. Horiz. crack at top rebar due to rust. Rock popout at vert crack.

Core #3 - No cracking. 3/4" Wood chip at top rebar level.

rebar depth

South approach — min. — 7/8"
- Ave. — 1"

stee span - min. — 3/4"
- Ave. — 1 1/8"

North approach - min — 1"
- Ave — 1 1/4"

top rebar cover - 1⅛"
Bottom rebar cover - ¾"

Notes:

Core #1 - Major transv crack thru core at rebar with ⅜" surface spall. Horiz crack at top rebar due to rust. Rock popout at vert crack.

Core #2 - Major transv crack thru core near rebar with ⅜" surface spall. Horiz. crack at top rebar due to rust Rock popout at vert crack.

Core #3 - No cracking. ¾" Wood chip at top rebar level.

AR

CHAIN DRAG

No delamination
Hollow spots around patched areas

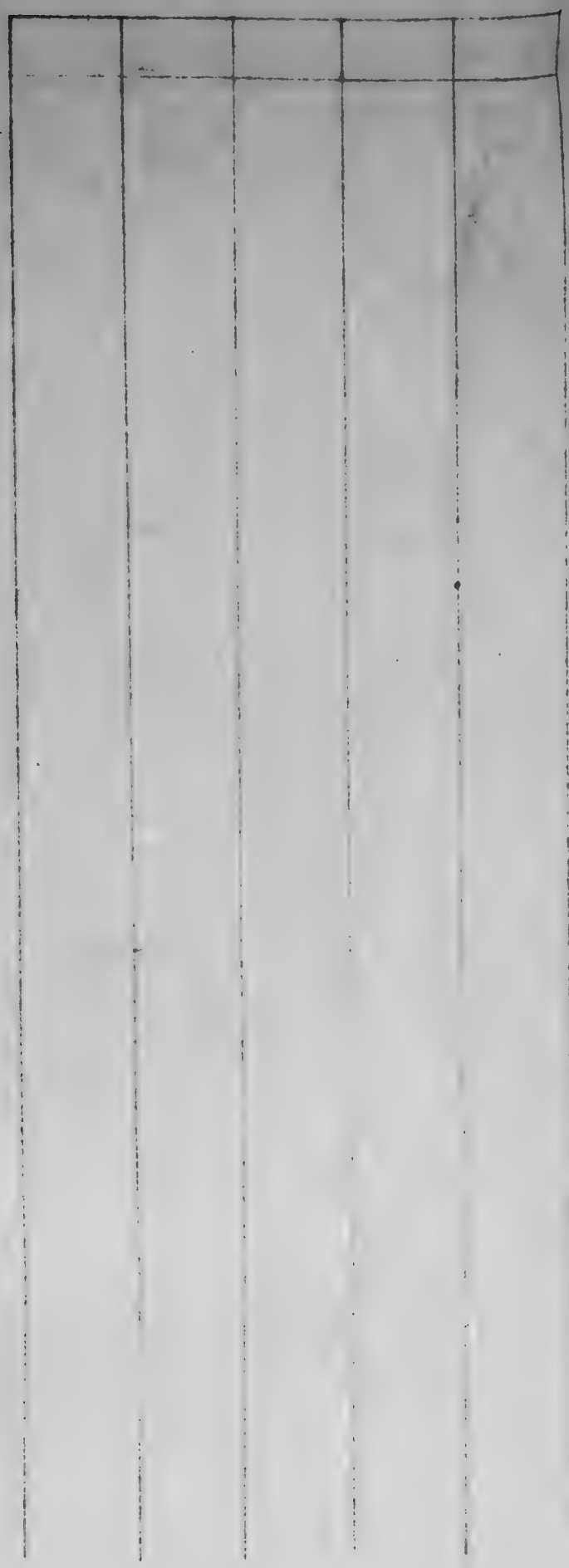
DECK DEFLECTIONS

		8,300#	15,100#	18,100#
Bent	Sta.	reading		
1				
	1	.31		
	2	24		
2				
	3	28		
	4	26		
Pier 1				
	5	8		
	6	7		
	7	13		
	8	14		
Pier 2				
	9	11		
	10	13		
	11	5		
	12	4		
	13	4		
Pier 3				
	14	7		
	15	3		
	16	13		
	17	16		
Pier 4				
	18	25		
	19	21		
3				
	20	27		
	21	32		
4				

	6	7
	7	13
	8	14
Pier 2		
	9	11
	10	13
	11	5
	12	4
	13	4
Pier 3		
	14	7
	15	3
	16	13
	17	16
Pier 4		
	18	25
	19	21
3		
	20	27
	21	32
4		

HALFCELL POTENTIAL READINGS

(Volts)



NORTH BOUNDL

MISSOURI BOTTOI

OVER-

SOUTH - UMPQUA RI

BRIDGE NO. 7931 N

MP 125.41

NORTH BOUND

MISSOURI BOTTOM

OVER

SOUTH - UMPQUA RIVE

BRIDGE NO. 7931 N

M.P. 105.41

NORTH BOUND

MISSOURI BOTTOM BR.

OVER.

SOUTH - UMPQUA RIVER -

BRIDGE NO. 7531 N

M.P. 125.41

NORTH BOUND

MISSOURI BOTTOM BR.

OVER.

SOUTH - UMPQUA RIVER -

BRIDGE NO. 7931 N

M.P. 105.41

BENT #1

CHLORIDE CONTENT

1977

№ 1 — 0-1 — 1.47 lbs Cl^{-1}/yd^3
1-2 — 1.24

№ 2 — 0-1 — 2.93
1-2 — 1.55

1981

0-1 — 4.0
1-2 — 2.0

0-1 — 4.9
1-2 — 2.0

№ 1

Top rebar-

Bottom rebar

№ 2

BENT #1

BENT #2

PIER #1

4 INCH CORE

SCHMIDT HAMMER READINGS

-1/yd³

N² 1 — 5 1/2"

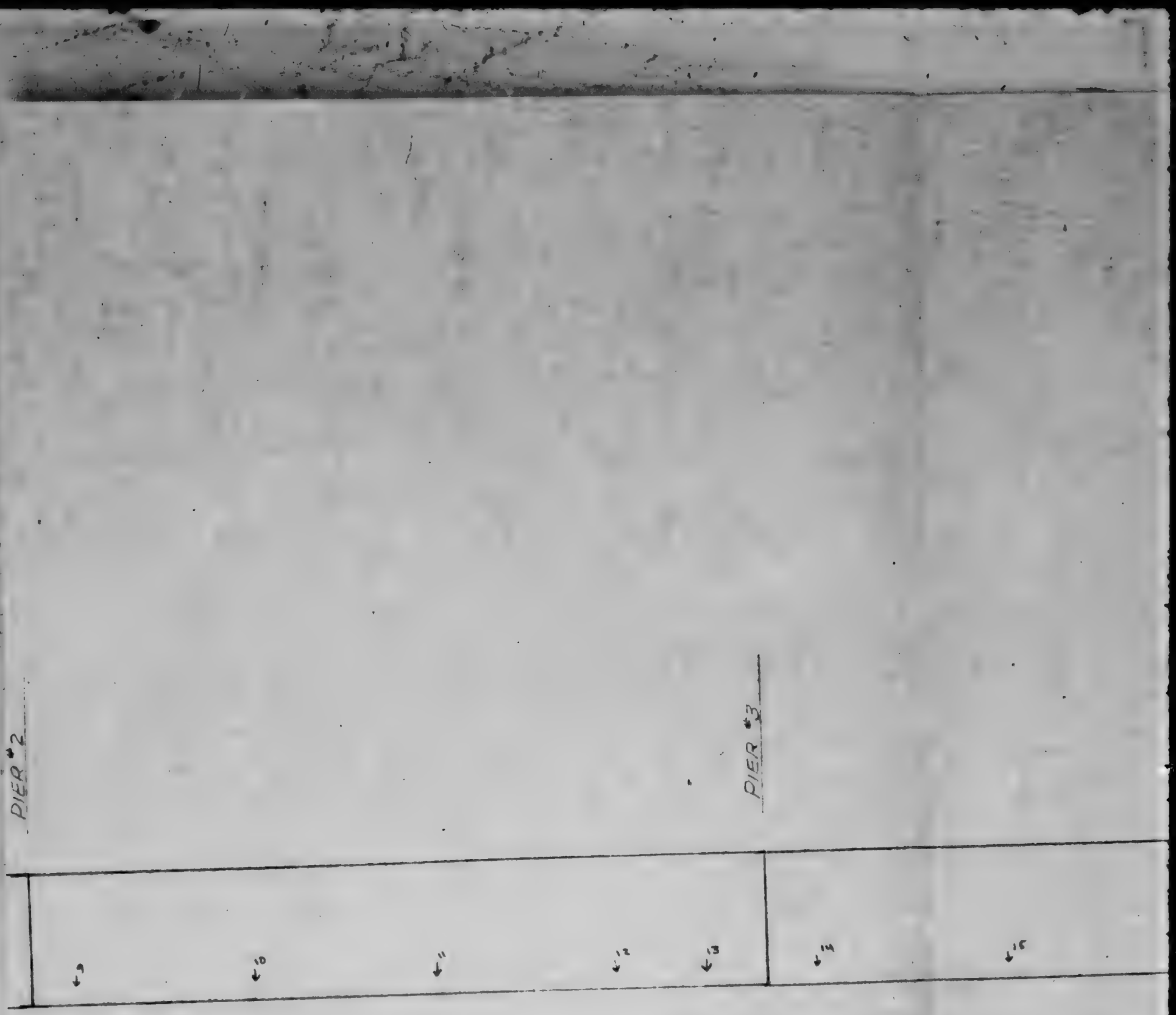
Top rebar - cover — 1"

Bottom rebar cover — 1/4"

rebar cover

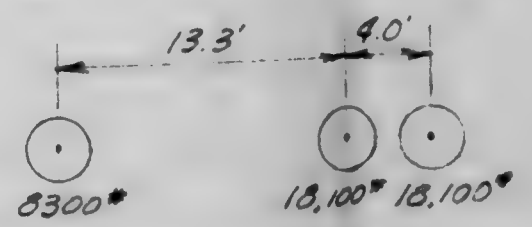
North approach Min. — 1 1/4"
Ave. — 1 3/8"

steel span Min. — 1"
Ave. — 1 1/4"



PLAN

SCALE: 1"= 30'-00"



DECK DEFLECTIONS

CHAIN DRAG

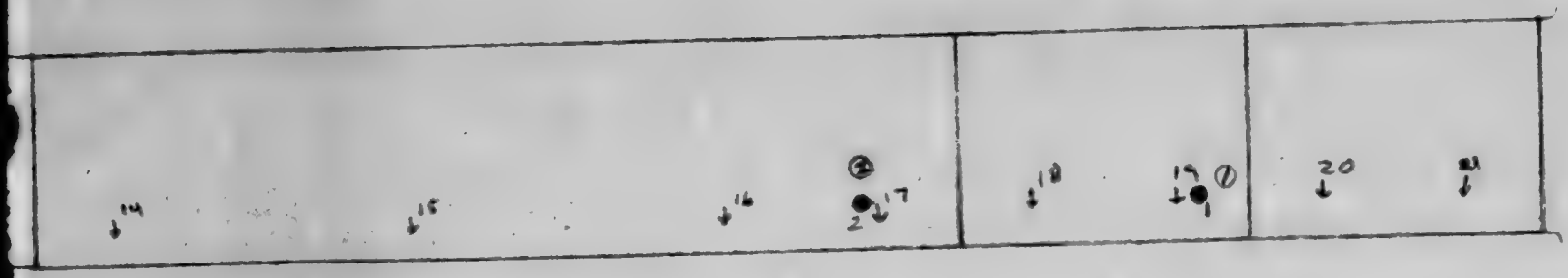
No Delamination

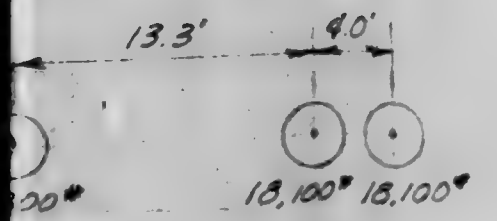
Bent	sta.	readings
1	1	21
	2	15
2	3	26
	4	12

PIER #4

BENT #3

BENT #4





ECK DEFLECTIONS

nt	sta	reading
1	1	21
	2	15
2	3	26
	4	12

HALFCELL POTENTIAL READINGS

(Volts)

GRANTS PASS

READING

1981

0-1 — 4,0
1-2 — 2,0

0-1 — 4,9
1-2 — 2,0

0-1 — 4,3
1-2 — 2,0

RECEIVED

1977

Nº 1 — 0-1 — 1.47 lbs Cl^{-1}/yd^3
1-2 — 1.24

Nº 2 — 0-1 — 2.93
1-2 — 1.55

Nº 3 — 0-2 — 1.24
1-2 — 0.95

Nº

Top re
Bottom

N° 2

Top re
Bottom

Nº 3

Top re
Bottom

Notes
Core

Core

Core

LEGEND

○ 4 INCH CORE

● CHLORIDE CONTENT

DECK DEFLECTION

SPALLS

SPALLS W/ EXPOSED REBAR

EIVED

Nº
Top
Bott

Notes
Core

Core

Core

LEGEND

4 INCH CORE

CHLORIDE CONTENT

DECK DEFLECTION

SPALLS

SPALLS W/EXPOSED REBAR

/lbs Cl⁻¹/yd³

N° 1 — 5 1/2"

Top rebar- cover — 1"
Bottom rebar cover — 1/4"

N° 2 — 6 1/4"

Top rebar cover — 1"
Bottom rebar cover — 1/8"

N° 3 — 5 3/4"

Top rebar cover — 1/4"
Bottom rebar cover — 1"

rebar cover

North approach Min: — 1 1/4"
Ave: — 1 3/8"

steel span Min: — 1"
Ave: — 1 1/4"

South approach Min: — 7/8"
Ave: — 1 1/8"

Notes:

Core #1 - Major transv. crack thru core near rebar with 1/2" surface spall. Rust on top rebar. Rock popout at crack.

Core #2 - Major transv. crack thru core near rebar with 1" surface spall. Rock popout at crack.

Core #3 - Major transv. crack thru core near rebar with 3/8" surface spall. Rock popout at crack.

D REBAR

Avg = 7 1/8

№ 3 — 5 3/4"

Top rebar cover — 1 1/2"

Bottom rebar cover — 1"

Notes:

Core #1 - Major transv. crack thru core near rebar with 1" surface spall. Rust on top rebar. Rock popout at crack.

Core #2 - Major transv. crack thru core near rebar with 1" surface spall. Rock popout at crack.

Core #3 - Major transv. crack thru core near rebar with 3/8" surface spall. Rock popout at crack.

EBAR

No Determination

Bent	sta.	readings
1		
	1	21
	2	15
2		
	3	26
	4	12
Pier 1		
	5	18
	6	14
	7	11
	8	12
Pier 2		
	9	8
	10	5
	11	3
	12	9
	13	7
Pier 3		
	14	7
	15	6
	16	12
	17	18
Pier 4		
	18	16
	19	20
3		
	20	12
	21	20
4		

	8	12
Pier 2		
	9	8
	10	5
	11	3
	12	9
	13	7
Pier 3		
	14	7
	15	6
	16	12
	17	18
Pier 4		
	18	16
	19	20
3		
	20	12
	21	20
4		

DECK DEFLECTIONS

Bent	sta.	reading
1		
	1	21
	2	15
2		
	3	26
	4	12
Pier 1		
	5	18
	6	14
	7	11
	8	12
Pier 2		
	9	8
	10	5
	11	3
	12	9
	13	7
Pier 3		
	14	7
	15	6
	16	12
	17	18
Pier 4		
	18	16
	19	20
3		
	20	12
	21	20
4		

HALFCELL POTENTIAL READINGS

(Volts)

MIS

SOUT

9	8
10	5
11	3
12	9
13	7
14	7
15	6
16	12
17	18
18	16
19	20
20	12
21	20

MISSO

SOUTH

SOUTH BOUND

MISSOURI BOTTOM SE

OVER

SOUTH UMPQUA RIVER

SOUTH BOUND

MISSOURI BOTTOM BR.

OVER

SOUTH UMPQUA RIVER

BRIDGE NO. 7931

M.P. 105.41

1982 Medford Complex Bldg. & Site Alterations on the Pac. Hwy. in Medford. 9509

August 22, 1983

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Gentlemen or Ladies:

On August 10, 1983 we wrote to you concerning release of final payment on Contract No. 9509 awarded to Jack Mathis General Contractor, Inc. for work on the Medford Complex Section of the Pacific Highway in Jackson County.

Final payment on this contract is $2,000. The total contract amount is $178,061.7[illegible] including $1,065.85 for work performed under force account.

Sincerely,

[illegible] SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Jack Mathis General Contractor, Inc.
PO Box 760
Roseburg, OR 97470

bc: C. T. Keasey
Walt Hart
James J. Gix

15c1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Medford Complex		WEEK ENDING: June 25,1983
		SECTION PREFIX: 15-3423
HIGHWAY: Rogue Valley		COUNTY: Jackson
NAME OF JOB: Medford Complex	KIND OF WORK: Building and Site Alterations	
CONTRACTOR: Jack Mathis,General Contractr	CONTRACT NUMBER: 9509	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: June 29,1982	DATE WORK STARTED: July 26,1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 221
PROJECT AUTHORIZATION: $ 189,289.34	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 123
EXCLUSIVE OF ENGINEERING: $ 174,279.61	ENGINEERING AUTHORIZATION: $ 15,009.73	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 174,599.43	ENGINEERING COST TO DATE: $ 15,182.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 101 %	DATE PROJECT WAS COMPLETED: February 18,1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

RECEIVED
JUN 27 '83
CONSTRUCTION SECTION

RE LAE RO OR CCS SCS SEO — CM CA L-S TC FE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project was completed on February 18,1983. Work has begun on the semi-final estimate.

SIGNED for Maude LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*1 216

9501 CL 83073

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 4 1983
NORMA PAULUS
SECRETARY OF STATE

May 3, 1983

IN REPLY REFER TO
FILE NO.:

Pacific Electrical Contractors
P. O. Box 907
Medford, OR 97501

CON 5
#9509

Attention: Roland A. Glass
Vice President

5-13-83

Gentlemen:

This will acknowledge your letter of April 7, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Pacific Electrical Contractors, Inc.
AMOUNT:	$3,232.90
FOR:	Labor and materials
AGAINST (Prime contractor)	Jack Mathis General Contractor, Inc.
CONTRACT NO:	9509
PROJECT:	Medford Complex Pacific Highway Jackson County
SURETY:	United Pacific Insurance Co.
AGENT:	Rollins Burdick Hunter of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Cormsen
COMMISSION SERVICES

RECEIVED
MAY - 9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Jack Mathis General Contractor, Inc.
P. O. Box 760
Roseburg, OR 97470

United Pacific Insurance Co.
33405 8th Ave., South, C-3000
Federal Way, WA 98003
Attn: John T. Leftwich, II
Bond Claim Dept.

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Pacific Electrical Contractors
Electric Design & Installation

STEVE HESS
President, Manager
ROLAND GLASS
Vice-President, Estimator

920 South Grape Street, Medford, Oregon 97501
P.O. Box 907
Phone 503 773-7751

April 7, 1983

Robert Gornsen
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

RE: Contract #9509
Jack Mathis General Contractor, Inc.
Job #1400-A, Oregon State Police

Dear Mr. Gornsen:

To date we have not received full payment for above job from Jack Mathis Gen. Contr. Below is an explanation of charges due Pacific Electrical Contractors:

Change Orders (see attached)	$ 2,572.90
Retention	660.00
Balance Due	$ 3,232.90

Sincerely,

Roland A. Glass
Vice President
PACIFIC ELECTRICAL CONTRACTORS, INC.

RAG/cb

JACK MATHIS GENERAL CONTRACTOR INC.

RECEIVED
APR 8 - 1982
SERVICES

Pacific Electric
State of Oregon/Medford Complex
Change Order #01

Request for Change Order R-1 / Install beam and header, Complete	ADD	$ 194.64
Request for Change Order R-3 / Electrical Revisions	ADD	$ 248.48
Request for Change Order R-5 / Electrical Revisions	ADD	$ 78.12
Request for Change Order R-6 / Electrical Revisions	ADD	$ 149.02
Request for Change Order R-7 / Install Exterior door, Room 18	ADD	$ 75.48
Request for Change Order R-8 / Electrical Revisions	ADD	$ 78.26
Request for Change Order R-9 / Substitute 5/8" gypsum board	ADD	$ 35.00
Request for Change Order R-11 / Relocate door in Room 2	ADD	$ 116.08
Request for Change Order R-12 / Power floor outlet, Room 21	ADD	$ 210.99
Request for Change Order R-18 / Construct Two Counters, Room 3B	ADD	$ 273.68
Request for Change Order R-20 / Electrical Revisions	ADD	$ 73.37
Request for Change Order R-23 / Electrical Revisions	ADD	$ 362.54
Request for Change Order R-28 / Bldg. & Electrical Revisions	ADD	$ 205.95
Request for Change Order R-29 / Bldg. & Electrical Revisions	ADD	$ 199.87
Request for Change Order R-33 / Bldg. & Electrical Revisions	ADD	$ 35.00
Request for Change Order R-34 / Bldg. & Electrical Revisions	ADD	$ 75.38
Request for Change Order R-35 / Bldg. & Electrical Revisions	ADD	$ 138.05
Request for Change Order R-36 / Bldg. & Electrical Revisions	ADD	$ 22.99
TOTAL CHANGE ORDER NO. 01	ADD	$2,572.90

March 31, 1983

CON

Jack Mathis General Contractor, Inc.
P. O. Box 760
Roseburg, OR 97470

Time Extension Request
Medford Complex
Contract No. 9509

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time extension of 41 calendar days is granted due to the delay resulting from the suspension of work order for the fencing required under the contract.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P. E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Jim Gix w/att.
William Maude w/att.
Mike Anhorn w/att.
Bob Church

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: C. T. Keasey
Asst. State Highway Engineer
Attn: O. B. Jackmond

DATE: March 25, 1983

FROM: J. X. WILSON
Region Construction Engineer

SUBJECT: Contractor's Request for Time Extension
Medford Complex
Contract No. 9509
Jackson County

CE CAE FOE QCS SCS EEO — RECEIVED — OM CA LS TC FE CP
MAR 28 1983
CONSTRUCTION SECTION

Attached is the contractor's request for time extension in connection with the Medford Complex remodeling job. The request asks for 42 C.D. or all time charged beyond the specified 180 C.D.

I have made an analysis and find the following:

All work was completed February 18, 1983 (221 days charged)

All work except fencing completed 2-1-83 (204 days used)

Extra work pro-rates to 16 days (204-16 = 188 days)

Specified contract time	180 days
Recommended liquidated damages	8 days

As stated in Mike Anhorn's letter, a stop work order was issued to the contractor for the fencing item between August 6 and December 29. The 17 days used beyond completion of other work should be allowed because apparently the sub pursued his work in a diligent manner.

Because of the difficulty in determining the effect on contract completion of all the various change orders, I suggest we pro-rate the total of the extras to the contract amount. If we do this, 16 additional days should be allowed.

The 17 days for fencing beyond completion of the work plus 16 days for change orders totals 33 days leaving 8 days that I can't justify.

3-28-83

W. E. Schwartz -
The fencing was bid item work, was delayed by the state, and was the last work completed. Therefore, even though there was a concurrent delay by the Contractor, the state caused the late final completion and all liquidated damages should be returned.
O.B. Jackmond

jxw/cw
Attach.

cc Bill Maude

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: June 25, 1982 DES 23
2531F

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Medford Office Complex
Site Improvement and Remodeling
Jackson County
BR 2531F

Bids were received June 24 on the subject project. The low bid of $164,475.75 exceeded the Engineer's Estimate of $112,967.00 by 46 percent. There were three bids received with a spread between high and low of 6 percent. I believe that the bids received were responsive and that nothing will be gained by readvertising the project. I reccommend award to the low bidder.

There were two basic errors in the Engineer's Estimate; one arithmetical and one judgmental. The estimate for the mechanical work was low due to an arithmetical error. A previous estimate for the same mechanical work was approximately $22,000.00 higher.

A significant influence on the project bids were restrictions on contractor's methods and hours of operation due to building occupancy, particularly the presence of the State Police. These were not adequately considered in the estimate and would increase costs something on the order of 10 to 15 percent.

The two above factors increase the Engineer's Estimate to $158,800.00. A copy of the Revised Estimate together with an itemized breakdown is attached.

WJH:jrb

Attachments

NOTED
E. S. HUNTER

cc: C. T. Keasey
D. H. Moehring /w/ attachments
R. L. Schroeder /w/ attachments
Alfred Shirley, Jr.

RECEIVED
TECHNICAL SERVICES
JUN 25 '82
REFER TO
FOR
Info | Invest | R/D | D/R | File | Act | File

Contains Recycled Materials
81-125-1367

SP*75683.125

MEDFORD OFFICE COMPLEX
Bridge 2531F

REVISED ESTIMATE
June 24, 1982

Estimated Build Item in Priority Order

A. Site Alterations		
1. C.L-6 Fence, S/W Ramp	$ 9,800	$
		$ 9,800
B. Remodel District Engineer's Office		
1. Remodel for Conference Room	900	
2. Remodel General Office (NIC - File $900)	1,200	
3. Remodel Mech. Room to Office	1,500	
4. Install Heating & A/C System	7,800	
5. Handicap Restrooms-Provide Shower	3,000	
6. Install Insulation & Thermal Windows	8,600	
7. Replace Fluorescent Light Fixtures	4,000	
Subtotal Unit B		$ 27,000
C. Remodel State Police District 3 Headquarters		
1. Remove and Install Heating & A/C System	63,900	
2. Remodel Vacated MVD Office	4,400	
3. Remodel Communications Room & Storage Room	2,400	
4. Handicap Restrooms-Provide Shower	5,000	
5. Remodel Existing Police Offices	2,900	
6. Install Carpet, Paint and Refinish throughout building	14,300	
7. Remove and Replace Fluorescent Lights & Wiring	16,400	
8. Install Gas-Fired Hot Water Heater	1,500	
9. Remove Glazing and Install Thermal Glass in Windows	10,000	
10. Furnish and Install Report Counter	500	
11. Install Special Window	700	
Subtotal Unit C		$ 122,000
Authorization		
Building Permits	600	
Gas Hookup	300	
File Cabinets	900	
Miscellaneous Equipment	500	
Miscellaneous Authorized Amount		2,300
TOTAL A, B, C AND MISCELLANEOUS AUTHORIZED AMOUNT		$161,100
Engineering and Contingencies 20%		32,200
TOTAL PROJECT AMOUNT		$193,300

GJB:jrb

ENGINEER'S ESTIMATE

Medford Office Complex
Bridge 2531F

	ITEM DESCRIPTION	QUANTITY	COST
1.	Concrete Walks	7 SQ.YD.	$ 200
2.	Type CL-6 Fence	1,162 FT.	9,300
3.	24' Gate	1 EACH	300
			$ 9,800
	BUILDING REMODEL		
4.	State Police Office	Lump Sum	122,000
5.	DMS Office	Lump Sum	27,000
	TOTAL		$158,800

GJB:jrb
6-25-82

9509

RECEIVED STATE HWY ENGR — JUL 6 '82 — REFER TO — FOR: File, Info, Inves, R/D, D/R, Sign

DOT DIRECTOR — JUN 25 '82 — REFER TO — FOR: Info, Inves, R/D, D/R, Sign, Act, File

COST ANALYSIS

Projects Bid June 24, 1982

June 25, 1982

	$ OVER	% OVER
Columbia River Hwy. @ Sauvie Island Bridge Project No. 4	$ 6,464.50	12.1%

NOTED
H. S. COULTER

There were five bidders on this project with close competition on the first four bidders. Bid item no. 4, Controller Platform, was estimated at $575 with bids received of $6,692; $6,000; and $8,500 respectively from bidders 1, 2, and 3 on this item. Review of our estimate on this item indicates that several items were left out of the estimate that would significantly revise our estimate. The items omitted include shoring to protect the existing structure, rock excavation, a difficult and uniquely formed concrete structure for the platform, and the protective piling. These items would add $3,000 to the engineers estimate making the revised estimate $56,273. The low bidder would be within 6.2% of the revised estimate.

Because of the good bidding competition received on this project and the revision of the engineer's estimate, acceptance of the low bid is recommended to be the public interest.

Fred. Bridge Division makes detailed review — Advises Ed Tolmie's recommendation — office by phone of only — copy of bridge div. info attached

Bridford Complex Project No. 8	$ 51,507.75	45.6%

The bridge division has reviewed their estimate and Walt Hart recommends acceptance of the low bid.

S.E. 162nd Avenue-Ava Avenue Project No. 11	$ 27,986.48	64.7%

There were two bidders on this project. Bid item no. 6 was estimated at $17,800 with bids of $46,579 and $56,500 from the first and second bidder respectively. All the requirements of the special provisions were unavailable to the estimator at the time of the estimate. All removal work required tacking and patching with "D" asphalt concrete mix.. The stripping removal required 90% removal of all paint with remaining paint no greater than 1/4" square. The revised estimate for removal is as follows:

Curb Removal	$22,096
Traffic Buttons	500
Stripe Removal	21,508
Revised Est.	$44,104
Original Est.	17,800
Increase Eng. Est.	$26,304

The low bid would be within 2.4% of the revised estimate.

Scott -
I dont understan item 2. The other have some rationale included. 7

Because there were two bidders on the project, the low bid is close to the revised EE, and no lower bid is anticipated by re-advertising this project, acceptance of the low bid is recommended to be in the public interest.

Edgar L. Johnsen
Chief Cost and
Special Studies Engineer

cc: Fred Miller
Larry Rulien
W. J. Hart
C. T. Keasey
D. H. Moehring
Steve McNab
Larry Jacobson
H. S. Coulter
E. S. Hunter
J. H. Versteeg
Bud George
O. B. Jackmond
D. E. Swan
Ed Haury

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

June 25, 1982 DES 23
2531F

Walter J. Hart, P.E.
Bridge Engineer

Medford Office Complex
Site Improvement and Remodeling
Jackson County
BR 2531F

Bids were received June 24 on the subject project. The low bid of $164,475.75 exceeded the Engineer's Estimate of $112,967.00 by 46 percent. There were three bids received with a spread between high and low of 6 percent. I believe that the bids received were responsive and that nothing will be gained by readvertising the project. I recommend award to the low bidder.

There were two basic errors in the Engineer's Estimate; one arithmetical and one judgmental. The estimate for the mechanical work was low due to an arithmetical error. A previous estimate for the same mechanical work was approximately $22,000.00 higher.

A significant influence on the project bids were restrictions on contractor's methods and hours of operation due to building occupancy, particularly the presence of the State Police. These were not adequately considered in the estimate and would increase costs something on the order of 10 to 15 percent.

The two above factors increase the Engineer's Estimate to $153,800.00. A copy of the Revised Estimate together with an itemized breakdown is attached.

WJH:jrb

Attachments

cc: C. T. Keasey
D. H. Moehring /w/ attachments
R. L. Schroeder /w/ attachments
Alfred Shirley, Jr.

bc: G. J. Ballard

NOTED
W.J. HART

SAFECO

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #8 - JACKSON COUNTY
MEDFORD COMPLEX
BUILDING & SITE ALTERATIONS
PACIFIC HIGHWAY

OWNER: STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION

DATE: JUNE 24, 1982

Jack Mathis 164474.75
JB Steel 168474.06
174992.39
} 6%

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
7	Sq. Yd.	Concrete Walks	1	42.43	39.58	27
1,162	L.F.	Type CL-6 Chain Link Fence	2	6.77	6.63	4.72
1	Ea.	24' x 72" Chain Link Double Gates	3	517	500	419.75
	L.S.	BUILDING REMODELS State Police Office Building Remodel	4	129175	133600	139800
	L.S.	Remodel Maintenance Supervisor Office Bldg.	5	26619	26400	28800

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
MAI 31

TO: R. L. Schroeder
Maintenance Engineer

DATE: April 9, 1982

FROM: W. E. Schwartz
Assistant State Highway Engineer
for Operations

SUBJECT:

Before a decision can be made regarding building improvements in Medford, we need to have a better handle on the condition of this year's maintenance budget and what will be available for next year.

I am aware of a number of things that have an effect on where we really are with the budget. I understand salary adjustments have not been plugged into the budget, and that significant erroneous charges have been made to the budget for personal leave days. What has been the effect of this past winter on this year's budget? How much of the $10M will be available for next year?

When you have these things straightened out and can project what will be available to us for 82-83, bring this request back. I am also aware that we are really hurting for rock in a number of places. I would like to consider additional rock production along with this building request and any other special projects that you are aware of.

I would like to be able to tell Regions by no later than June 1, 1982 what their budget for next year will be.

WES:ia

cc H. S. Coulter
Bud Shirley

STATE OF OREGON
Highway Division - Maintenance Branch
Salem, Oregon 97310

INTEROFFICE MEMO

MAI 31

TO: Pat Schwartz
Assistant State Highway Engineer -
Operations

DATE: March 23, 1982

SUBJECT:

Three years ago the Highway Division made a commitment to the State Police and the District Maintenance Supervisor to remodel the two Highway buildings in Medford.

Due to a number of circumstances and money problems, this project has been repeatedly put on a back burner.

In July of 1981 we had the plans and specifications updated and ready to go to bids.

August 1981, the remodeling project was discussed with Mr. Coulter and he concurred that this was one of our highest priority projects. The timing outlook was to wait until January 1, 1982, with the intention of contracting soon thereafter unless there were new adverse developments.

Again last week we received another letter from State Police reminding us of our obligation and requesting we initiate the remodeling of the Medford office.

These buildings are deteriorating rapidly and will require major maintenance expenditures this summer if we do not go with the contract, money that would eventually be wasted.

I recommend and request approval to proceed with this contract at our earliest possible letting date. Remodeling cost is estimated at $172,000.

R. L. Schroeder
Maintenance Engineer

RL:mmw

cc: Lt. Colonel Emil E. Brandaw
Bud Shirley
George Thornton

RECEIVED
STATE HWY ENGR
MAR 24 '82
REFER TO
FOR
Info | Inv. | R/D | D & | Fin | Att | Ret

MEDFORD OFFICE COMPLEX
Bridge 2531F

REVISED ESTIMATE

Estimated Build Item in Priority Order

A.	Site Alterations		
	1. C.L-6 Fence, S/W Ramp	$ 9,900	$ 9,900
B.	Remodel District Engineer's Office		
	1. Remodel for Conference Room	900	
	2. Remodel General Office (NIC - File $900)	1,200	
	3. Remodel Mech. Room to Office	1,500	
	4. Install Heating & A/C System	7,000	
	5. Handicap Restrooms-Provide Shower	3,000	
	6. Install Insulation & Thermal Windows	6,800	
	7. Replace Fluorescent Light Fixtures	3,000	
	Subtotal Unit B		23,400
C.	Remodel State Police District 3 Headquarters		
	1. Remove and Install Heating & A/C System	53,000	
	2. Remodel Vacated MVD Office	4,000	
	3. Remodel Communications Room & Storage Room	2,200	
	4. Handicap Restrooms-Provide Shower	3,100	
	5. Remodel Existing Police Offices	2,600	
	6. Install Carpet, Paint and Refinish throughout building	13,200	
	7. Remove and Replace Fluorescent Lights & Wiring	14,000	
	8. Install Gas-Fired Hot Water Heater	1,000	
	9. Remove Glazing and Install Thermal Glass in Windows	8,000	
	10. Furnish and Install Report Counter	500	
	11. Install Special Window	300	
	Subtotal Unit C		101,900
Authorization			
	Building Permits	600	
	Gas Hookup	300	
	File Cabinets	900	
	Miscellaneous Equipment	500	
	Miscellaneous Authorized Amount		2,300
TOTAL A, B, C AND MISCELLANEOUS AUTHORIZED AMOUNT			$137,500
	Engineering and Contingencies 20%		27,500
TOTAL PROJECT AMOUNT			$165,000

3-31-82
GJB:jrb

STATE OF OREGON
Highway Division - Maintenance Branch

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: August 28, 1981

SUBJECT: Building Funding Priorities

The proposed new Sandy Maintenance Station, Whitney Sand Shed and Medford office remodeling projects were discussed with Mr. Coulter August 27. There seemed to be concurrence that these were our highest priority projects and with a commitment to move towards accomplishing them. The timing outlook would be as follows:

- Contract the Whitney Sand Shed as soon as possible. Bidding plans are not yet complete. There would be some advantage to bidders to observe the site before it is buried with snow, but we would allow adequate time for completion for actual construction next year.

- Go ahead and complete bidding plans for Sandy. Consider it our number one maintenance station priority. Wait until January 1, 1982, for a final decision on when t contract it. By then we will be well into the first winter of the current biennium. Hopefully there will have been no referral of the one cent gas tax increase and in the absence of any new development, political or otherwise, we would advertise to build it.

- The Medford remodel is regarded similarly. Wait until January 1, 1982 with the intention of contracting soon thereafter unless there are new adverse developments.

All three of the above projects are to be ODOT contracts, not General Services.

John A. Bond
Maintenance Services Engineer

JAB:mmw

cc: Ray Leavitt

9504

STATE OF OREGON
HIGHWAY DIVISION-MAINTENANCE

INTEROFFICE MEMO
BUILDINGS

TO: Bud Shirley
Region 3 Engineer

DATE: July 31, 1981

NOTED
H. S. COULTER

SUBJECT:

The Oregon State Police has reiterated their one priority is for additional office and laboratory space in Medford. We are planning to proceed with the initial remodeling of the State Police and District Engineer's offices.

I understand George Thornton is acquiring bids to reroof these buildings soon, which needs to be done before this contract is underway.

Additional funds to finance a new laboratory for State Police in the foreseeable future is nil, nor do we have funds to remodel or add space to the existing building.

Two other alternatives exist:

- one would be that State Police seek appropriate quarters elsewhere within the city.

- the other would be to sell or lease State Police property north of the parking lot which would allow them to finance construction of a new building and still be in workable distance to their other facilities.

I would appreciate your thoughts and other ideas you may have on this subject.

Robert L. Schroeder
Assistant State Highway Engineer -
Maintenance Branch

RL:sv

cc: Lt. Colonel EE Brandaw, State Police
H. S. Coulter
G. T. Thornton
G. R. Leavitt

RECEIVED
STATE HWY ENGR
AUG 3'81
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

1982 Col. Rv. Br. (N & S Channels) Sec. of the E. Portland Fwy. near Vancouver. (Illumination) 9510 #1

9510

rll

STATE COPY

cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Multnomah	ORegon
DATE OF REPORT	**REPORT MADE BY** 10-30-84		**PROJECT NO.**
10/30/84	T. P. Lowe, Area Engineer		I-205-7(85)314
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
4/1/83	6/27/83	114 %	200 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER BRIDGE (N & S CHANNELS)
EAST PORTLAND FREEWAY
Illumination

This project provided for installation of highway illumination on the subject structure.

The work was satisafactorily completed within the allowable time plus extension granted.

The final cost of $1,183,683 was within one percent of the original authorization.

NOTED
W. E. SCHWARTZ cy 11/6

RECEIVED
STATE HWY ENGR
NOV 5 '84
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. Lowe		**SIGNATURE** G. K. Hossner	
TITLE Area Engineer	**DATE** 11/2/84	**TITLE** Field Operations Engineer	**DATE** 11/2/84

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

July 7, 1983

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

CON 5
#9510

Gentlemen:

On June 29, 1983, we wrote to you concerning release of final payment on Contract No. 9510 awarded to Tico Electric Company for illumination work on the Columbia River Bridge (N. & S. Channels) on the East Portland Freeway in Multnomah and Clark Counties.

Final payment on this contract is $5,002.31. The total contract amount is $1,123,685.74 including $28,072.14 for work performed under force account.

Sincerely,

Robert W. Gormsen
Commission Services

ks

cc: Tico Electric Company
2139 S.E. Belmont
Portland, OR 97214

Fred S. James & Co.
111 S.W. Columbia
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
E. L. Hardt

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: COLUMBIA RIVER BRIDGE (North and South Channel)		WEEK ENDING: May 7, 1983
		SECTION PREFIX: 626-1080
HIGHWAY: East Portland Freeway		COUNTY: Multnomah and Clark (Wa)
NAME OF JOB: Columbia River Bridge	KIND OF WORK: Illumination	
CONTRACTOR: Tice Electric	CONTRACT NUMBER: 7510	FEDERAL AID PROJECT NUMBER: I-205-7(85)314
DATE OF CONTRACT: August 4, 1982	DATE WORK STARTED: August 23, 1982	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 230	CALENDAR DAYS USED: 228
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 99.1
PROJECT AUTHORIZATION: $ 1,181,961.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,097,910.44	ENGINEERING AUTHORIZATION $ 84,050.56	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,123,683.44	ENGINEERING COST TO DATE $ 56,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.85
ESTIMATED PERCENT OVERRUN: 0.15 %	PERCENT OF AUTHORIZATION: 66.6 %	DATE PROJECT WAS COMPLETED: April 1, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9555A	16188A						
PERCENT	100	100						

May	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1	showers, cool			
MONDAY 2	ptly clear, cool			
TUESDAY 3	showers, cool			
WEDNESDAY 4	clear, warm			
THURSDAY 5	cloudy, cool			
FRIDAY 6	ptly cldy, warm			
SATURDAY 7	forecast cloudy			

RECEIVED
MAY 9 1983
CONSTRUCTION SECTION

CE ___ OM ___
CAS ___ C.A. ___
R/W ___ I.C. ___
OBE ___ TC ___
SCS ___ FE ___
EEO ___ CP ___

Columbia River Bridge North and South Channels Contract No. 9510

May

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	1	No activity
MONDAY	2	No activity
TUESDAY	3	Cleaned and painted stained parapet below light poles on Wahsington portion. Put fill dirt at 112th and Marine Drive at junction box.
WEDNESDAY	4	No activity
THURSDAY	5	No activity
FRIDAY	6	No activity
SATURDAY	7	No activity anticipated

REMARKS

Transmittal of semi-final estimate and third notification sent.

SIGNED John Howard LOCATION Portland

John Howard, Project Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

9510

March 15, 1983

Tice Electric Co.
P. O. Box 15009
Portland, OR 97214

CON

Time Extension Request
Columbia River Bridge Illumination
Contract No. 9510
FAP No. I-205-7(85)314

Your request for a contract time extension of 30 calendar days in which to complete the above project has been carefully reviewed. A contract time extension of the requested 30 calendar days is granted due to the performance of extra work.

The revised completion time for this contract is 230 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
John Howard w/att.
FHWA w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: C. T. KEASEY
Construction Engineer

DATE: March 3, 1983

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: Columbia River Bridge
Illumination
Contract No. 9510

CE	RECEIVED		OM
CAE			CA
FOE			LS
OCS	MAR 4 1983		TC
SCS			FE
EEO	CONSTRUCTION SECTION		CP

Enclosed is a request from Tice Electric, contractor on the subject project, for additional time in which to complete work on the project without assessment of liquidated damages. The request is for 30 additional days on the basis that over $85,000 worth of extra work was added to the project.

Also enclosed is a letter from John Howard detailing the work added to the project and indicating that the only work remaining is replacement of work lights which were stolen from the project and completion of an added work item. John also indicates that the contractor has pursued this job in a very vigorous manner.

Granting of the 30 day time extension as requested is recommended. If equipment for the ice detection system does not arrive in the near future additional time may be justified.

3-11-83

W. E. Schwartz –

I concur with Region and Proj. Mgr. and recommend a 30 C.D. time extension due to the performance of extra work.

b

Enclosure

cc: John Howard

Contains Recycled Materials

9510

nig cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

STATE COPY
INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-1-82	H. A. Schell, Div Bridge Engr	I-205-7(85)314

IN COMPANY WITH
J. Howard, Res Engr, OSHD

LOCATION
NE. Portland Columbia River crossing, north and south channels of Interstate Route 205. The structures span from the Washington shore to the Oregon shore.

CONTRACTOR NAME AND ADDRESS
Tice Electric Co., 2139 SE. Belmont, Portland OR 97214

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
8-4-82	$1,030,232	200 cal days	8-17-82	8-23-82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	23%	07%

★ Info
Inves
R/D
D/R
Sign
Act
File
FOR
REFER TO
NOV 8 '82

REMARKS

COLUMBIA RIVER BRIDGE
(NORTH AND SOUTH CHANNELS)
Illumination

The project was inspected to evaluate the quality of workmanship and materials.

NOTED
W. E. SCHWARTZ

WORK COMPLETED:

Cable trays and conduits are insallted in the north channel structure from Abutment 1 through Span 5 in both the NB and SB bridges. Some materials have been hauled to the south channel structure.

WORK IN PROGRESS:

Four men were installing conduits in the Spans 6 and 7 NB and Spans 6 - 13 SB of the north channel structure.

REMARKS:

The contractor appears to be doing very good work in his installation operation. (* The project work is just beginning to "roll" and it is expected the time lag will be eliminated soon.)

(more)

A Price Agreement has been approved for substituting Electro Chromate finish for hot dip galvanized cable trays. Credit was for $8145.

A Price Agreement was also approved at no additional cost to change the specification for photometric performance of mercury vapor sign luminaires. With new high-intensity reflective sheeting, the mercury vapor specified could produce an unevenly lighted sign.

--- HAS ---

9510

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-344	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT August 19, 1982	State: Oregon County: Clark & Multnomah Project No.: I-205-7(85)314

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Br. (N. & S. Ch.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-82	0.00

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 847,560.00	$ 781,619.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Program Management Engineer
(Title)

~~By~~ XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 8-19-82

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon August 4, 1982

Federal-Aid Project
No. I-205-7(85)314

Columbia River Br. (N. & S. Ch.) Section
E. Portland Fwy. Highway
Multnomah and Clark Counties

PROJECT AGREEMENT ESTIMATE

Type Code Y030
Illumination (Sta. 134+10 thru Eq. 120+21.53 bk. = 22+59.34 ah. State Line 35+53.1)
Washington Share

Mobilization	25%	All Required	$ 12,500.00
Temporary Protection and Directon of Traffic	18 %	All Required	1,620.00
Temporary Signs	102 Sq. Ft.	4.00	408.00
Temporary Barricades	1 Each	100.00	100.00
Sequential Arrow Signs	1 Each	500.00	500.00
Flagmen	122 Hr.	15.00	1,830.00
Roadway Lighting Poles and Arms, N. Channel	35 %	All Required	28,000.00
Luminaires, Lamps and Ballasts, N. Channel	35 %	All Required	33,250.00
Cable Trays, N. Channel	35 %	All Required	96,250.00
Switching, Conduit, Wiring, Etc., N. Channel	35 %	All Required	85,750.00
Electrical Distribution N. channel	35 %	All Required	22,750.00
Sign Illumination Equipment, N. Channel	35 %	All Required	1,050.00
			$ 284,008.00

Anticipated Items

Railroad Protective Cost		All Required	$ 1,600.00
On-the-Job Trainees ($0.80 X 1,000 hrs.)	35 %	All Required	280.00
			$ 1,880.00
		SUBTOTAL	$ 285,888.00
		Engineering	34,952.00
		TOTAL	$ 320,840.00

Type Code Y030
Illumination (Sta. 35+53.1 to Sta. 126+15.53)
Oregon Share

Mobilization	75 %	All Required	$ 37,500.00
Temporary Protection and Directon of Traffic	82 %	All Required	7,380.00
Temporary Signs	482 Sq. Ft.	4.00	1,928.00
Temporary Barricades	7 Each	100.00	700.00
Sequential Arrow Signs	1 Each	500.00	500.00
Flagmen	228 Hr.	15.00	3,420.00
Roadway Lighting Poles, and Arms, N. Channel	65 %	All Required	52,000.00
Luminaires, Lamps and Ballasts, N. Channel	65 %	All Required	61,750.00
Cable Trays, N. Channel	65 %	All Required	178,750.00
Switching Conduit, Wiring, Etc., N. Channel	65 %	All Required	159,250.00
Electrical Distribution, N. Channel	65 %	All Required	42,250.00
Roadway Lighting Poles and Arms, S. Channel		All Required	20,000.00
Luminaires, Lamps and Ballasts, S. Channel		All Required	16,000.00
Cable Trays, S. Channel		All Required	60,000.00
Switching Conduit, Wiring, Etc., S. Channel		All Required	97,346.00
Sign Illumination Equipment, N. Channel	65 %	All Required	1,950.00
Sign Illumination Equipment, S. Channel		All Required	5,500.00
			$ 746,224.00

Anticipated Items

On-the-job Trainees ($0.80 X 1,000 hrs.)	65 %	All Required	$ 520.00
		SUBTOTAL	$ 746,744.00
		Engineering	100,816.00
		TOTAL	$ 847,560.00

Length of Project-0.00

SUMMARY OF FUNDS

Description	Pro-Rata	Total Cost	Federal Funds	State Funds
Washington Share	90.64	$ 320,840	$ 290,809	$ 30,031
Oregon Share	92.22	847,560	781,619	65,941
TOTAL		$1,168,400	$1,072,428	$ 95,972

Oregon		Washington	
Group 1	74%	Group 2	26%

Contract No.
Prefix: 626-1968 P.E.
Prefix: 626-1080 Const.

Columbia River Br. (N. & S. Ch.) Section
Nonparticipating - Washington State Cost

Washington Sales Tax	All Required	$ 18,000.00

9510

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 27, 1982

In Reply Refer to
File No.:

C. S. Gloyd
Bridge and Structures Engineer
Washington Department of Transportation
Highway Administration Building
Olympia, Washington 98504

NOTED
E. S. HUNTER

Dear Mr. Gloyd:

SUBJECT: Columbia River (I-205) Bridge
Approval of Low Bid
BR 9555

Bids for illumination on the North Channel and South Channel Crossings were received on July 22, 1982. The low bid in the amount of $1,030,232.00 was submitted by Tice Electric Co. of Portland, Oregon. A total of twelve bids were received. A tabulation of these bids is enclosed.

In accord with the agreement between Oregon and Washington on this project, your approval for award of this project to the low bidder is requested. If you concur with the recommendation of award to the low bidder, I would appreciate a telephonic acknowledgement. My number is 1-503-378-6564.

Very truly yours,

D. H. Moehring, P.E.
Program Management Engineer

SHM:pf
Enclosure

cc: E. S. Hunter
W. J. Hart
A. C. Harwood, w/enclosure
E. W. Ferguson, Dist. Administrator, WDOT
w/encosure

RECEIVED
TECHNICAL SERVICES
JUL 28 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Engr | Agi | File

Form 734-3122

4510

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E June 23, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 24, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 24, 1982 on the following projects:

1. Burns Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette Rock Production
   Willamette Highway, Klamath County
   Aggregate Crushing

   Same as No. 1.

3. Division Street NE-Trade Street SE (Salem)
   Front Street, Marion County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

4. Columbia River Highway @ Sauvie Island Road
   Multnomah County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

5. Redland Road-Beaver Creek Road
   Cascade Highway South, Clackamas County
   Grading and Drainage

   Grading only. Later surfacing contract will have eight-foot shoulders for pedestrian and bicycle use.

6. Clatskanie River (Clatskanie) Bridge
Nehalem Street, Columbia County
Structure

Thirty-four foot road with eight-foot sidewalks on structure for pedestrian and bicycle use.

7. S. Umpqua River (Missouri Bottom) Bridge
Pacific Highway, Douglas County
Structure

Structure repair on Interstate Highway. Ten-foot shoulders available for pedestrian and bicycle use.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Medford Complex Building and Site Alterations
Jackson County
Building Alteration and Repair

Same as No. 1.

9. Columbia River Bridge (North and South Channels)
East Portland Freeway, Multnomah County, Oregon
and Clark County, Washington
Illumination

Roadway lighting on this project will also illuminate pedestrian-bikeway within the limits of this project.

10. Emigrant Hill-Meacham
Old Oregon Trail, Umatilla County
Paving

Resurfacing project. Ten-foot shoulders available for pedestrian and bicycle use.

Same as No. 7.

RPS:ge

cc E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

957D

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.	I-205-7(85)314
2. STATE PROJECT NO.	See below

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Multnomah, OR Clark, WA
	5. ITEM NO. 80403	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/2/82	Interstate 205	Primary 64

10. GENERAL LOCATION:

Columbia River Bridge (North and South Channels) Section

11. GENERAL DESCRIPTION OF WORK

Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Railroad Protective Services $1,600
on the job Trainees $800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,634,200 Federal Funds $1,500,504.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 9 '82
REFER TO
Moehring
FOR

Info	Inves	R/D	D R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer
Project Management Branch

DATE: November 27, 1981 CON 5
9277

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Remaining Contract Work
Columbia River I-205 Bridges

The remaining work to complete the North and South Channel Crossings of the Columbia River consists of paving the North Channel structure and Lighting and Expansion Joints on both the North and South Crossings. It is anticipated that the work will be bid as three contracts with tentative dates as follows:

Paving and Expansion Joints (North Channel)	June 1982	$8,300,000
Expansion Joints (South Channel)	July 1982	$ 690,000
Lighting (North and South Channel Structures)	June 1982	$1,500,000
		$10,490,000

The estimate for paving the North Channel structure assumes the use of a bonded latex or dense concrete overlay. Of the $10,490,000 total, Washington's share of the work is $3 million. All the estimates include a 20 percent allowance for engineering and contingencies.

WJH:jrb

cc: E. S. Hunter
A. C. Harwood
Region I
Ken Limbocker, Metro

RECEIVED
TECHNICAL SERVICES
NOV 30 '81
REFER TO
FOR
Info Invest R/D Dsgn Agt File

Contains Recycled Materials
81-125-1367

1510

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 8, 1981

TO: WALT HART
Bridge Engineer

File No: 626-1909

FROM: DON ADAMS
Project Development Manager

SUBJECT: Roadway Lighting
East Portland Freeway
Multnomah County

I concur in your suggestion to award a separate illumination contract.

Your memo of July 2 regarding illumination of Columbia Boulevard does not address the problem of providing lighting during the grading and paving operations, or the interval between contracts. Shuffling lighting by the power companies during stage construction would be complex and inefficient. I suggest we have the grading contractor on the current project provide temporary lighting. It should remain in place for the illumination contractor to remove.

Along Sandy Boulevard, I would prefer the high pressure sodium units be placed on existing power poles when possible. This would have three benefits, reduced costs, fewer fixed object hazards, and existing power lines could remain.

It has also been brought to my attention that no lighting is shown for the TCH line (jail access); perhaps this should be considered.

If you intend to award a separate illumination contract, Division Street and Main Street (pedestrian overcrossing) could be included. The other cross streets along I-205 appear completed.

DRA/GK/po

cc: E. S. Hunter
J. H. Versteeg
E. L. Hardt - Would one of your crews be able to tie in existing utility poles along Sandy Blvd., to aid design?

RECEIVED
TECHNICAL SERVICES
JUL 9 '81
REFER TO
FOR
Info | Init | R/D | Dft | Sign | Act | File

STATE OF OREGON

INTEROFFICE MEMO

TO: R. N. Bothman, Administrator
Metropolitan Branch

ATTN: Don Adams

DATE: July 2, 1981

CON 5
9277

FROM: Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT: Roadway Lighting
NE Columbia Boulevard and/or Sandy Boulevard
East Portland Freeway
Columbia River Bridge - SE Powell Boulevard Section
Multnomah County
~~CON 9277~~

NOTED
E. S. HUNTER

Installing permanent lighting on Columbia Boulevard (TC^2, COL, CW and CE lines) will require 27 poles with 45-foot mounting height and 400 watt h.p.s. luminaires. This lighting system will be maintained by the State and is estimated to cost $7,000 per pole, or $189,000 total. Ramp lighting will be accomplished on a later contract.

Multnomah County has requested that Sandy Boulevard (SA line) be converted from the existing mercury vapor lighting to h.p.s. lighting, providing 2.0 footcandles at 4:1 uniformity on the pavement. The number of poles required could range from 14 to 28 with 35-foot mounting heights, depending on if the existing utility poles on the south side could be used effectively. This lighting system will be maintained by the County and is estimated to cost $5,000 per pole and $600 if installed on utility poles, or between $78,400 and $140,000 total.

These amounts are considerable, and we would recommend this work be done under a separate contract rather than under a Price Agreement. This contract could be let in November 1981 when work is completed on Columbia and Sandy Boulevards under the existing contract.

Please advise what you want us to do. We will need utility pole locations for Sandy Boulevard to complete this portion of the project.

GJB:jrb

cc: E. S. Hunter
J. H. Versteeg /w/ letter of June 20
E. L. Hardt

RECEIVED
TECHNICAL SERVICE
JUL 6 '81
REFER TO
FOR
Info | Eval | R/D | D/R | Sign | Init | File

Contains recycled materials

SP 75693-12

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 30, 1981

TO: WALT HART
Bridge Design Engineer

File No: 626-1909

FROM: DON ADAMS
Project Development Manager

SUBJECT: Street Lighting
NE Columbia Blvd.-Sandy Blvd.
East Portland Freeway
Multnomah County

NOTE
E. S. HUNTER

Columbia Boulevard is currently being graded and paved to its full eighty foot width at I-205. Existing street lighting, which is being provided by PGE and Pacific Power and Light, is in conflict with grading operations. Resetting these poles would give sub-standard lighting and upgrading temporarily would be expensive.

Multnomah County Service District has jurisdiction over street lighting in this area. The county has been contacted regarding this problem and has agreed to the removal of the temporary lighting with the understanding that permanent installation would be completed as soon as possible. I would like to recommend that the permanent street lighting be installed under the current contract, perhaps by price agreement. Would you please review this proposal and let me know if we have problems? I assume your shop will have to prepare plans and specifications.

Also, I have reviewed the advanced plans for the lighting proposal on Sandy Boulevard between I-205 and Columbia Boulevard. These plans call for new illumination on both sides of Sandy Boulevard at thirty five foot mounting height. Existing illumination is provided on the south side of Sandy on power poles. This lighting seems adequate. If new steel light poles are to be installed the power lines on the south side of Sandy will require relocation. I am not sure whether we have obligations for this lighting but the need appears questionable. Would you please review and advise me?

GK:PV

cc Ed Hunter
Ed Hardt
Bud Heinz
Dick Howard

RECEIVED
TECHNICAL SERVICES
JUL 1 '81
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9(14)

GENERAL FILES

~~TRA 7-10~~

STATE OF OREGON
Highway - Traffic 378-6537

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: September 17, 1980

FROM: L. E. George
Traffic Engineer

SUBJECT: Interstate 205 Connection from Columbia River Bridge to Powell Boulevard
Proposed Illumination

APPROVED
H. S. Coulter
STATE HIGHWAY ENGINEER
DATE: 9/18/80

We have reviewed the subject project for illumination during the stage construction of Interstate 205 with the completion of the Columbia River Bridge.

During this stage construction, we recommend that illumination be installed from the Columbia River Bridge to Airport Way, including the on and off ramps, and partial illumination from Airport Way to Powell Boulevard, as part of this project. The proposed illumination is indicated in pink on the attached plans.

We further recommend that the bike path illumination be scheduled for construction when the lineal illumination is installed on Interstate 205. The only exception to this is the bike path structure shown on Drawing No. 35384, with illumination indicated in yellow, which should be constructed as part of this project.

We request your approval to construct this illumination as recommended.

L. E. George
Traffic Engineer

VLT:jrb

Attachment

RECEIVED
STATE HWY ENGR
SEP 18 '80
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Contains Recycled Materials
81-125-1387

SP*75683-125

9510

L

Oregon State Highway Division

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 5, 1979

Mr. Milton O. Sirois
Federal Aviation Administration
FAA Building, Boeing Field
King County International Airport
Seattle, Washington 98108

Dear Mr. Sirois:

Aeronautical Study No. 77-ANW-19-OE

The permit for construction of the I-205 bridge over the Columbia River specifies that the height of luminaires will be 30 feet. These were presumably specified because the northerly end of the structure would exceed the 150-foot high horizontal surface and the southerly end is under the glide-path of the Portland International Airport's north runway.

Our illumination designers have indicated that use of 50-foot luminaires would offer an electrical energy saving of approximately 18 percent and a construction cost saving of approximately 40 percent over use of the 30-foot height. On this basis, they have suggested the enclosed luminaire heights and spacing, transitioning from 30 feet in the apparent critical area on the north channel structure to 50 feet on the south channel structure. Luminaires on the highest ramp in the Airport Interchange would remain at 30-foot height.

Your approval or comments would be appreciated.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:ja

Enc.

bc H. S. Coulter
E. S. Hunter
Walt Hart
L. E. George
Ed Hardt

Mailed H. S. COULTER

RECEIVED
STATE HWY ENGR
NOV 7'79
REFER TO
FOR
Info | Inves | R/D | C&R | Sign | Act | File

9510

STATE OF OREGON

INTEROFFICE MEMO

TO: Mr. J. H. Versteeg
Head of Engineering

DATE: November 9, 1978

SUBJECT: I-205 Illumination Designs

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart
Structural Design Engineer

I-205 illumination projects are quite extensive and require up to five man-months to design. The final designs cannot be completed until we receive final roadway alignment plans. Because of late revisions, these plans are often not available to us until near the time that plans for the entire project (including illumination) are due in the Specification Unit. This leaves us with insufficient time to complete the final illumination design in accord with the final roadway changes.

In order that an illumination design is included in the bid and contract plans for each project, we will base our design on the roadway alignment in vogue at the time our design is started and make revisions necessary to accommodate subsequent roadway changes only if we have sufficient time available.

This will probably mean that some projects will go out to bid with illumination plans and specs which do not match with the latest roadway changes. Corrections required to make them match will then have to be made by Price Agreement.

RWE:dh

cc E. S. Hunter

RECEIVED
TECHNICAL SERVICES
NOV 9'78
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Fil | File

GENERAL FILES

7-10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

October 13, 1976

FILE:

NOTED
H. S. COULTER

FROM: L. E. George
Traffic Engineer

SUBJECT: I-205 Illumination Policy

TO: H. S. Coulter
State Highway Engineer

As per your request, we have reviewed the I-205 illumination proposal presented in Mr. Bothman's September 24 letter.

Illumination is warranted under the Illumination Policy now being considered for approval by Administration, and if illumination is designed and installed in accordance with that policy energy conservation has been fully considered.

I am of the opinion that minimum height poles should not be determined at this time. Pole heights should be a design consideration so that when the system is designed, the design engineer can provide the most economical type system and maintain the required average illumination and uniformity ratio.

Illumination when installed under the proposed policy should remain on during all hours of darkness.

L. E. George
Traffic Engineer

VLT;rah

cy. George
Veroteg

11-10-76

Agree - design should determine pole height and location and consider both impact on surrounding area and illumination of roadway. Arbitrary determination not appropriate.
EJH

CC Bothman - Coulter

RECEIVED
STATE HWY ENGR
OCT 15 '76
REFER TO
Heuston 11-10-76
FOR
V.P. | R.D. | D.R. | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

September 24, 1976

FILE: 626-2909
(440)

FROM: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

SUBJECT: I-205 Illumination Policy

TO: H. S. COULTER
State Highway Engineer

Working with I.D. Team No. 1, Bob Ewen has assembled the attached comments from staff recommending a lumination policy.

Major factors include the current federal standards which would provide for continuous illumination on this facility with an ADT in excess of 40,000.

The second major factor is, the illumination currently installed on the state highway system but turned off as an energy saver and cost saver.

The I-205 bridge will have the conduits and facilities for future illumination but not fixtures. I agree with this policy.

The consensus is that illumination should be provided on the entire section of I-205 between and including airport interchange and Foster interchange.

Illumination should be designed utilizing the minimum height pole to minimize impacts on adjacent areas.

Design of the illumination system should provide for utilization only during critical hours.

Considering the traffic volumes involved, the near continuous existence of auxiliary lanes, the existence of on and off ramps, and approach to and recovery from on and off ramps, the entire length of I-205 between the two subject interchanges will be a major conflict area sufficient to justify illumination. Rather than recommending spot removal of illumination, I prefer to approach the energy conservation and maintenance cost with an operational policy.

After sufficient review, I would appreciate your concurrence with the subject policy. .

ldo

cc: E. S. Hunter w/attachments
J. H. Versteeg "
W. J. Hart "
E. L. Hardt "

FORM #1-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Oregon 97213

September 8, 1976

FILE:

FROM: R. T. EWEN
Project Development Engineer

SUBJECT: LIGHTING - I-205

TO: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

As per your request, I submit the following proposal for illumination on I-205 for your perusal. Also attached are reports from Bud George, Hal Versteeg and Ken Limbocker. I propose that continual lighting be established along the I-205 corridor where and when traffic (ADT) is 40,000 or more. This would involve the lighting of 9.2 miles of roadway during peak hour operations.

Illumination should be designed to utilize a minimum height of pole, suggested as thirty feet, so as to minimize impacts or effects to closely abutting neighborhoods, and to provide as much clearance near the Columbia River for airport flight patterns. Illumination equipment on the high overcrossing structures such as Airport Way, Halsey Street and Banfield ramp are suggested to be of lightpost height or minimum height.

Relative to conservation of energy and increasing maintenance costs, I believe the illumination system should be designed so as to allow for turning out the system during the hours when traffic is less than ten or fifteen thousand ADT.

Please advise if further data is desired.

RTE:pq

Attachments

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, OR 97213

September 3, 1976

FILE: 626-1909
(330)

FROM: K. D. LIMBOCKER
Metro Design Engineer

SUBJECT: Lighting I-205

TO: ROBERT N. BOTHMAN
Ass't. State Highway Engineer

The general concensus of opinion appears to be in favor of providing lighting throughout the project from Airport Interchange to Foster Road. The criteria presented by Bud George for adoption as a uniform lighting policy indicates continual lighting where the ADT is 40,000. The projected opening day ADT is 50,000, and a 1996 ADT of 75,000 to 80,000.

Ed Hardt indicates all points of "side friction" (ramps, weaves, merges, etc.) would require illumination. Due to the design, this eliminates none of the section. He has indicated two possible exceptions: (1) between Airport Interchange, and (2) between Sandy Boulevard Interchange and the North Banfield Interchange.

About 2000 feet separates the gore points of the Columbia Boulevard on ramp and the Airport Interchange off ramp. The area free of merge movements would be minimal.

Auxiliary ramps have been proposed for both the north and southbound lanes between Sandy and the North Banfield Interchange. The southbound auxiliary ramp is scheduled for construction with the initial contract. The northbound lane will be added when needed. Auxiliary lanes are required in areas of high weaving volumes. Therefore, the possible exceptions are not valid, and the indication would again be to light the entire section.

The current thinking is to provide a maximum pole height of 50 feet, with no further consideration of high-level lighting. This is appropriate, due to the adverse impact of high-level lighting in an urban area.

In addition to the reports received, a verbal endorsement of lighting throughout, due to the urban nature of the project, was made by Cliff Christensen of FHWA.

ebg

New highway lamps to save state 1½ million kilowatts a year

IN THE FIRST PHASE of a relamping program, Arizona's Department of Transportation recently replaced 400-w. mercury lamps at highway interchanges with 150-w. Unalux lamps. Nine hundred new lamps were installed; the second phase of the project calls for 450 more.

Besides saving energy, the Unalux lamps help boost safety: they give a golden yellow light which improves viewing and signals drivers that they're entering interchanges where traffic speeds, densities, and patterns are changing.

Because the lumen output of the 400-w. mercury vapor is greater than that of the 150-w. Unalux, initial footcandle levels are reduced from 1.0 to about 0.8, but the maintained level compares more favorably — the former level of 0.7 is reduced by only 0.1.

The new lamps were installed in existing fixtures, mounted on 30-ft. poles, staggered 90 ft. apart. In addition to the lamps, new 175-w. mercury ballasts and lampholder extenders are used. There are 29 to 30 Unalux lamps per circuit, which uses a series regulator to maintain the 6.6 amps. GTE Sylvania Inc. of Stamford, Conn. is the manufacturer.

WRITE 337 ON READER SERVICE CARD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 30, 1976

FILE: 626-1809
330

FROM: J. H. Versteeg
Road Design Engineer

TO: R. N. Bothman
Metropolitan Engineer

SUBJECT: Illumination
Lewis & Clark Highway-Foster Road
East Portland Freeway
Multnomah County

ME CE PR1 PR2 DE
S.H.D. - METRO
AUG 31 1976
FILE T/A

The following quote represents the feelings of Preliminary Design.

"The question has arisen as to what illumination should be provided on the remaining section of I-205.

"After studying the plan carefully, it is recommended that lighting be provided for the full length of the project from Airport Interchange to Foster Road. This is proposed for several reasons. On an urban freeway such as this there are large volumes of traffic with a companion accident rate. Lighting makes such occurances more visible and assists in the clearing away operation. Urban freeways are more likely to have pedestrians from stalled vehicles, etc., in evidence. Both for their safety and the motorists, lighting is very beneficial.

"Once installed the power cost to light the remaining section of I-205 is estimated to be about $2,500 per month. For added safety this figure appears warranted."

It is my feeling that some illumination could be justified during the winter time AM and PM peaks and some early evening operational hours. I would suggest some operational plans to turn off all or selective lighting when their use was not critically needed.

I am not enthusiastic about a total commitment to illuminate all of I-205 to full illumination standards without more justification than I think is available.

JHV:jh

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

August 23, 1976

FILE: 626-1909
330

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: ILLUMINATION POLICY
I-205

TO: R. N. BOTHMAN
Metropolitan Engineer

I have been asked to give you, from an operating standpoint, a recommendation for illumination design for I-205 from the Columbia River to Foster Road. Several years ago, during the hydroelectric energy shortage, we were asked by the Governor's office to shut down as many luminaire units as possible, keeping only those on that were needed for safety. From this we have evolved criteria for lighting which says that at those points on the freeway where there is traffic "friction" -- that is weaves, merges, lane drops, acceleration and deceleration movements, there should be illumination. At freeway locations where there is uniform flow, with none of the above-mentioned maneuvers, we have turned the illumination off.

With that as a background, our review of I-205 between the Columbia River and Foster Road indicates that in general it should be illuminated due to the many "frictions" that will be present. Following the criteria mentioned in the first paragraph, it might be possible to merely illuminate interchanges, but for the sake of continuity we believe the lighting should be continous, with the possible exception of the following two locations:

> . . . between the airport interchange and the Columbia Blvd. interchange and between the Sandy Blvd. interchange and the N. Banfield interchange.

These sections are long enough that elimination of illumination could be considered. From an operating standpoint we can go either way.

If I-205 is illuminated from the Columbia River to Foster Road, we estimate that the maintenance cost per year will be in the vicinity of $10,000. Since our electrical crews are working at capacity now, the addition of this work will require hiring at least one more electrician, complete with rolling stock to equip him.

ELH/cr/gw

cc: Jim McClure

ME PE PR1 PR2 DE
O.S.H.D. - METRO
AUG 25 1976
FILE T/A

1982 Emigrant Hill-Meacham Sec. 9511
of the Old Oregon Trail beg. approx.
7 mi. E of Pendleton. (Paving)

9511

bi cc: OSHD (L. W. Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	UMATILLA	OREGON
DATE OF REPORT	**REPORT MADE BY** 3-21-86		**PROJECT NO.**
3-21-86	DAVID B. CARTER, AREA ENGINEER		IR-84-6(4)226
COMPLETION DATE (Actual)	**ACCEPTANCE DATE BY CONRTACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
7-22-83	5-31-84	SEE BELOW %	SEE BELOW

LOCATION BEGINNING APPROXIMATELY SEVEN MILES EAST OF PENDLETON ON I-84 AND EXTENDING EASTERLY TO NEAR THE MEACHAM INTERCHANGE.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EMIGRANT HILL - MEACHAM SECTION
OLD OREGON TRAIL
Paving

This project provided for the construction of an emulsified asphalt seal coat and asphalt concrete pavement.

The project time included a specified completion date of August 15, 1983. The contract was completed on July 22, 1983.

The final cost of the original contract items was $999,684.84, or a 3.0 percent underrun of the contract bid amount of $1,030,167.00. The final cost of the project including all changes and engineering was $1,037,474.62.

All participating work has been completed. All project signing and striping is complete.

NOTED
W. E. SCHWARTZ
cy
3/31

RECEIVED
STATE HWY ENGR
MAR 28 '86
REFER TO
Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by [illegible] Area Engr.		SIGNATURE [illegible] Asst. Division Administrator	
TITLE AREA ENGINEER	DATE MAR 24 1986	TITLE FIELD OPERATIONS ENGINEER	DATE MAR 26 1986

FORM FHWA 1446B (Rev 2-84) PREVIOUS EDITIONS MAY BE USED.

9511

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-212	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 1	9277	Project Number IR-84-6(3)226

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 28, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,118,815.00	$ 1,934,496.00
Federal funds	$ 1,953,971.00	$ 1,783,992.37
Other revisions		

This modification is made for the following reasons: to reflect a reduction in final costs and to release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of September, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By [signature]

Manager, Program Section
(Title)

XBX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By [signature]
(Diviston Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 26, 1984

Federal Aid Project No. IR-84-6(3)226

Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Pavement Restoration (Sta. "EB" 534+00 thru Equa. 1002+81.43 = 979+67.86 thru Equa. 1135+50.08 = 404 + 05.55 to Sta. 836+93)

Item	Unit Price	Orig. Quanity	Orig. Amount	Revised Quanity	Revised Amount
Class "B" Asph. Concrete Mixture	$ 8.00	58,300	$466,400.00	54,540	$ 436,320.00
Asph. Cement in Mixture	185.25	3,500	648,375.00	2,932	543,153.00
			$1,114,775.00		$ 979,473.00
				Decrease	135,302.00
		Subtotal from Estimate of July 13, 1982			1,883,391.75
				Subtotal	$1,748,089.75
				Engineering	186,406.25
				Total	$1,934,496.00

Length of Project 19.92 mi.

Cost of Roadway $ 97,113.25

Federal Funds (92.22%)	$1,783,992.37
State Funds	150,503.63
Total	$1,934,496.00

Group 1 100%
Contract No. 9511
Prefix: 630-1473 P.E.
630-1082

CL:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA	U. S. DEPARTMENT OF TRANSPORTATION	State
MONTHLY TRANSACTION NO. 8-139	FEDERAL HIGHWAY ADMINISTRATION	Co Oregon
	FEDERAL-AID PROJECT AGREEMENT	Pro Imat111a
	Jul 26 '82	IR-84-6(3)226

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Emigrant Hill-Meacham

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-2-82	19.92
OTHER *(Specify)*		

ESTIMATED TOTAL COST OF PROJECT	FUNDS FEDERAL FUNDS PRO RATA 92.22%
$2,118,815.00	$ 1,953,971.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By D.J. Mooberry

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

_____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Date executed by
Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 13, 1982

Federal-Aid Project
No. IR-84-6(3)226

Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Pavement Restoration (Sta. "EB" 534+00 thru Equa. 1002+81.43 = 979+67.86 thru Equa. 1135+50.08 = 404+05.55 to Sta. 836+93)

Mobilization		All Required	$ 100,000.00
Temporary Protection and Direction of Traffic		All Required	3,500.00
Temporary Signs	1,200 Sq. Ft.	5.50	6,600.00
Temporary Barricades	4 Only	45.00	180.00
Temporary Plastic Safety Markers	12 Only	38.00	456.00
Oversize Advance Construction Signs	2 Only	5,250.00	10,500.00
Sequential Arrow Signs	2 Only	2,300.00	4,600.00
Flagmen	1,750 Hour	10.00	17,500.00
Clearing and Grubbing		All Required	10,000.00
Removal of Structures and Obstructions		All Required	6,000.00
Cold Plane Pavement Removal	239,000 Sq. Yd.	1.50	358,500.00
General Excavation	49,600 Cu. Yd.	3.00	148,800.00
Trench Excavation	295 Cu. Yd.	20.85	6,150.75
Aggregate Shoulders	1,340 Ton	3.00	4,020.00
Class "B" Asphalt Concrete Mixture	58,300 Ton	8.00	466,400.00
Asphalt in Mixture	3,500 Ton	185.25	648,375.00
Asphalt in Tack Coat	70 Ton	200.00	14,000.00
48-inch Culvert Pipe	80 Lin. Ft.	56.00	4,480.00
15-inch Sewer Pipe	8 Lin. Ft.	35.00	280.00
18-inch Sewer Pipe	550 Lin. Ft.	21.00	11,550.00
Concrete Inlet, Type G-2	1 Only	1,000.00	1,000.00
Concrete Inlet, Type G-2MA	1 Only	1,000.00	1,000.00
			$1,823,891.75

file

Anticipated Items

Permanent Pavement Striping	All Required	$ 18,000.00
Temporary Pavement Striping	All Required	3,000.00
Asphalt Cement Adjustment	All Required	38,500.00
		$ 59,500.00
	SUBTOTAL	$1,883,391.75
	Engineering	235,423.25
	TOTAL	$2,118,815.00

Length of Project ---------- 19.92 mile

Retain in Program

Furnish & Install Cold Planer Teeth	All Required	$ 50,000.00

Federal Funds (92.22%)----------	$1,953,971
State Funds ----------	164,844
TOTAL	$2,118,815

Group 1	100%	
Prefix:	630-1473	PE
	630-1082	

Contract No. 9511

December 7, 1983

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

COM 5
#9511

Gentlemen or Ladies:

On November 30, 1983, we wrote to you concerning release of final payment on Contract No. 9511 awarded to Comco Construction, Ore. Ltd. dba Salem Road & Driveway Co., for paving on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County.

The total contract amount is $1,732,465 including $29,817.15 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
cc: Comco Construction, Ore. Ltd. dba
Salem Road & Driveway Co.
P. O. Box 630
Salem, OR 97308

bc: C. T. Keasey
Walt Hart
Robert Hector

FILE: MAT

9511

STATE OF OREGON

INTEROFFICE MEMO

TO: R. D. Hector
Region Engineer

DATE: December 5, 1983

FROM: Jack Sullivan, PE
Engineer of Materials

SUBJECT: Emigrant Hill-Meacham

The tone of my original letter on this project was too harsh. Sorry about that! As you suggested, the important thing is to determine what measures should be undertaken to keep the problem from becoming worse.

By copy of this letter I am asking Jim Wilson to work with your people and others to help resolve this problem. The facilities and expertise of the Lab are at your disposal.

Have a Merry Christmas and Happy New Year!

gs

cc: W. E. Schwartz
Jim Wilson
C. T. Keasey
John Scofield
Bobby Johnson

NOTED
W. E. SCHWARTZ
12/13/83
jc

RECEIVED
STATE HWY ENGR
DEC 6 '83
REFER TO
FOR
Info | Invest | P/D | D/R | Sign | Act | File

125-1387

1.5

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sullivan
Engineer of Materials

DATE: December 1, 1983

SUBJECT: Emigrant Hill-Meacham Section
Contract No. 9511

Attached is a copy of a file developed by Bobby Johnson dealing with quality control of the asphalt paving materials used on the Emigrant Hill-Meacham Section. This file was developed in response to your November 10 letter.

You will note that Johnson takes exception to most of your letter and I share his feelings, particularly the conclusions lurched to in the fifth paragraph.

I hope that now we can go back to my first questions, which are what to do with this section of road to keep what we have left.

R. D. Hector
Region Engineer

RDH/lm

cc: W. E. Schwartz, w/Johnson's letter
C. T. Keasey, " " "
J. H. Versteeg, " " "
John Scofield, " " "
Jim Wilson, " " "
Bob Johnson

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 2 '83
REFER TO
TON
Info

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Pendleton, Oregon 97801

November 21, 1983

FILE:

FROM: Bobby D. Johnson
Project Manager

TO: Robert D. Hector
Region Engineer

SUBJECT: Engineer of Materials
Interoffice Memo
Emigrant Hill - Meacham
Contract No. 9511

In Jack Sullivan's Interoffice Memo he states the asphalt design content for the base course was 5.8%, not 5.2% as shown on the plant reports. Prior to starting any paving on this project the contractor expressed a desire to pave both the base course and the top course at the same time and wanted to know if we could use one mix design for both base and top. After a considerable amount of discussion with Jim Wilson concerning the contractor's request it was decided to allow the contractor to pave the base course using 5.2% asphalt providing we use a heavy shot of tack. A heavy shot of paving grade asphalt was used for the tack coat. You will recall we discussed this change before the paving was started. This accounts for the 5.2% asphalt specified for the base course on the plant reports.

Sullivan further states that 43 samples were tested from Sept. 16, 1982, through Oct. 11, 1982, and 36 failed the specified asphalt content. After applying the adjustment of rotorex to tank measure our records indicate that only four (4) samples failed the specified asphalt content, one top course and three base course samples. This of course is based on 5.2% as the specified amount.

I do not agree with the statements mentioned in the fifth paragraph of Sullivan's memo. My differences are as follows:

1. Job control extractions were used to adjust the input of virgin asphalt.

2. Extraction tests were not used to calculate residual asphalt content for payment because the method for determining asphalt content for payment was changed. (See Price Agreement No. 1.)

Sullivan's memo states that asphalt content averaged about 4.3%, 1.5% below the job mix formula. Based on a mix design of 5.2% our records indicate that only four (4) samples out of sixty (60) failed.

Some thirty-six (36) extractions of the cold planings were run during the course of construction which averaged 6.5%. Using this average along with the amount of new asphalt used would calculate to be about a 5.2%+ average for the project.

Engr. of Mat'ls Interoffice Memo
Emigrant Hill - Meacham

This memo mentioned that a possible contributing factor was the need for an anti-stripping additive to achieve the required index of retained strength. The mix design called for 0.2% additive (Pave Bond) and that is what was used.

I am including with my report the following:

1. 36 Extraction tests of cold planings.
2. One summary of extraction ests compared to tank stickings including 6.9% in R.A.P.
3. One sheet of computations for average asphalt content.
4. One sheet showing total percent of R.A.P. used on project.

For the most part I do not agree with Sullivan's memo. I do agree that additional asphalt would have improved the compaction.

Bobby D. Johnson
Project Manager

BDJ:ljc

cc:file

Attachments

FILE: SC 9511
MAT

5

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
NOV 15 '83
REFER TO
FOR
Info | Initial | R/D | D/R | Sign | Act | File

TO: Bob Hector
Region Engineer

DATE: November 10, 1983

FROM: Jack Sullivan, RE
Engineer of Materials

NOTED
W. E. [illegible]

SUBJECT: Emigrant Hill-Meacham Section

I have reviewed your and Walt Sullivan's comments and the pictures you submitted. It appears that a sequential process of asphalt stripping, migration to the surface (flushing), ravelling and potholing is occurring. This would indicate the presence of moisture in the recycled pavement causing the asphalt to strip. This process would be accelerated if moisture was excessive, pavement voids were high and asphalt content low.

A review of the project files for the recycle project (Contract 9511) indicates all three conditions occurred on the problem section. A copy of data tabulated from the Daily Plant Reports (DPR) is attached.

From the start of paving on 9/16/82 through 10/11/82, 43 samples were tested and 36 failed the specified asphalt content. All were too low, many 1 to 1½ percent low on asphalt. Some of the failing tests in the base course were not indicated because only the design asphalt content for the top course was listed on the sheets (5.2%). All mix designs have two values given; base course and wearing course. The asphalt design content for the base course was 5.8%, not 5.2% as shown on the reports.

From 10/12/82 to the end of paving on 10/20/82, 17 job control samples were taken and only two failed the asphalt content. The narrative report indicated that, initially, chunks of recycled asphalt pavement (RAP) had been rejected because of being oversize. These chunks contained much of the "E" mix and residual asphalt. Once this was changed the asphalt content in the tested samples increased. Specifications have since been revised to have all RAP incorporated.

It was evident, reviewing the DPR, that results from the job control extraction tests for asphalt content were not believed by the plant inspector, nor used to adjust the input of virgin asphalt, nor used to calculate residual asphalt content for payment. Job control results should have been used. Instead, the inspector continued to use the residual asphalt content determined by our Lab. The Lab's value represented the asphalt content from a complete cross section of the RAP and should only be used for initial start up. Subsequent results from field job control tests should be used to adjust the amount of virgin asphalt incorporated into the mix. Anytime there is any reason to suspect false field extraction results, a split sample should be sent to the Lab. Record tests were done by the Lab on 10/12 and 10/21/82 and showed deficient asphalt, but in agreement with field results.

Density test results and comments in the narrative report indicated difficulty in achieving compaction. Increasing the total asphalt content to specified values would have helped achieve this. Low compaction resulted in high voids making the pavement more susceptible to moisture infiltration. Moisture probably infiltrated into the pavement during the winter prior to the "E" mix being placed in June and July, 1983. The seal placed prior to the "E" mix may also have trapped moisture in the underlying pavement.

The base course of the pavement section between Stations 835 and 861, that is presently showing ravelling and potholing, appears to have been paved on October 7 and 8, 1982. Weather conditions on those days, according to the DPR, showed rain and snow. This could have contributed to the excess moisture. Asphalt content averaged about 4.3%, 1.5% below the job mix formula. Denisty tests varied from 87 - 93 percent, indicating some higher than desirable void contents.

Lab tests on cores submitted in February, 1983 indicated most cores were high in voids and low in asphalt. Another possible contributing factor was the need for an anti-stripping additive to achieve the required index of retained strength (IRS). There is no current way to determine if the anti-strip agent was incorporated in the initial mixture placed in the problem section.

In conclusion, it would appear that the chief culprit is very low asphalt content in the recycled pavement that was placed in the fall of 1982. Low asphalt probably contributed to low compaction and high voids which in turn allowed moisture to infiltrate the pavement. To further evaluate the problem, cores on problem sections and good sections should be obtained and sent to the Lab. If you agree, have your people contact Jim Wilson for numbers and locations of cores.

Our Lab personnel would be available to inspect the pavement with your people and discuss possible solutions. Let me know when it would be convenient for you. If you have any questions on this analysis, please contact me.

gs

cc: W. E. Schwartz
C. T. Keasey
J. H. Versteeg
John Scofield
Jim Wilson

Emigrant Hill-Meacham Section
Asphalt Concrete
Daily Plant Report Data.

Test Number	Station	Date	Course	1/ % Asphalt	% Design Asphalt	2/ Tank Stick	Moisture	Density	Weather
1	990 EB	9-16-82	Base (B)	4.0	5.8	4.0	0.76 %	86	Fair
2	987	9-17	↓	5.0	↓	3.75	0.44	85-91	Fair, 55°-85
3	1044	↓	↓	4.4	↓	↓		↓	↓
4	1045	↓	Top (T)	5.4	5.2	↓		↓	↓
5	1042	9-20	B	4.4	5.8	4.1	1.01	84-92	Cloudy 57°-7
6	1096	↓	T	5.0	5.2	↓		↓	↓
7	415	↓	B	4.5	5.8	↓		88-93	↓
8	441	9-21	B	5.1	↓	3.6	0.5	88-91	Fair, 75°
9	449	↓	T	5.0	5.2	↓	0.6	↓	↓
10	524	↓	B	4.2	5.8	↓		↓	↓
11	571	9-22	B	4.0	↓	3.6		85-90	Fair 75°
12	571	↓	T	4.8	5.2	↓	0.5	↓	↓
13	635	↓	B	4.0	5.8	↓	0.53	↓	↓
14	647	↓	T	4.2	5.2	↓	0.47	↓	↓
15	696	9-23	B	5.2	5.8	3.7	0.57	84-93	Fair, 90°
16	732	↓	↓	4.3	↓	↓	1.11	↓	↓
17	775	↓	↓	4.8	↓	↓	0.99	↓	↓
18	803	↓	↓	3.9	↓	↓	0.45	↓	↓
19	779	9-24	T	4.3	5.2	3.7	0.49	87-95	Cloudy, rain 65°
20	827	↓	T	3.9	↓	↓		↓	
21	806 WB	9-27	B	4.8	5.8	3.6	0.35	89-94	Cloudy 60°
22	801	↓	T	4.9	5.2	↓	0.53	↓	↓
23	775	↓	T	5.0	↓	↓	0.56	↓	↓
24	671	9-29	?	3.6	↓	3.5	0.16	89-92	Cold, rain
25	699	9-30	T	4.6	↓	3.4	0.29	88-95	Fair, 68°
26	610	↓	B	4.5	5.8	↓	0.77	↓	↓
27	566	↓	B	4.3	↓	↓	0.92	↓	↓
28	607	↓	T	3.7	5.2	↓	0.67	↓	↓
29	524	10-1	B	5.2	5.8	3.6	0.41	89-94	Fair, 69°
30	538	↓	T	4.2	5.2	↓	0.56	↓	↓
31	502	↓	T	4.1	↓	↓	0.34	↓	↓
32	442	↓	B	4.6	5.8	↓	0.72	↓	↓
33	1106	10-5	B	4.7	↓	3.7	0.27	90-94	?
34	1116	↓	T	4.9	5.2	↓	0.69	↓	
35	1165 ↓	↓	B	4.8	5.8	↓	0.81	↓	

1/ Extractions

2/ Virgin asphalt

Test No.	Station		Date	Course	% Asphalt	% Design Asphalt	Tank Stick	% Moisture	Density	Weather
36	1017	WB	10-6	Base	4.4	5.8	3.7	0.34	88-94	Cloudy, rain
37	1019	↓	↓	Top	4.6	5.2	↓	0.47	↓	50°
38	865	EB	10-7	B	4.6	5.8	3.6	0.50	89-93	Cloudy, rain
39	856		↓	B	4.0	|	↓	0.34	↓	snow, 40°
40	847		10-8	? B	4.2	|	3.4	0.56	87-91	Cloudy, rain
41	770		↓	? B	4.5	|	↓	0.44	↓	45°
42	539		10-11	B	5.0	|	3.6	0.62	90-93	Fair, 55°
43	557		↓	B	4.9	↓	↓	0.58	↓	↓
44	544		10-12	T	4.9	5.2	3.3	0.30	87-89	Fair, 55°
45	551		↓	B	5.5	5.8	|	0.76	↓	↓
46	604		↓	B	5.8	↓	↓	0.78	91-94	↓
47	587		10-13	T	4.8	5.2	3.5	0.28	|	Fair, 55°
48	634		↓	B	5.3	5.8	↓	0.30	↓	↓
49	621		10-14	T	4.8	5.2	3.5	0.51	86-92	Fair, 55°
50	676		↓	B	5.1	5.8	↓	0.70	↓	↓
51	613		10-15	T	4.8	4.9	3.5	0.69	88-95	Fair, 55°
52	742		↓	B	5.2	5.4	|	0.63	|	↓
53	729		↓	T	5.3	4.9	↓	0.64	↓	↓
54	752		10-18	T	5.0	4.9	3.4	0.53	90-95	Fair, 55°
55	815		↓	B	5.7	5.4	↓	0.65	↓	↓
56	937		10-19	B	4.8	? 5.8	3.5	0.85	86-93	Fair, 55°
57	723		↓	T	4.8	? 5.2	|	0.84	|	↓
58	997		↓	B	5.1	? 5.8	↓	0.88	↓	↓
59	962		10-20	T	5.4	4.9	3.5	0.75	86-90	Fair, 55°
60	1000	↓	↓	T	5.1	4.9	↓	1.08	↓	

9511 - C

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sullivan
Engineer of Materials

DATE: October 26, 1983

SUBJECT: Emigrant Hill-Meacham Section
I-84 (Old Oregon Trail Highway #6)
Umatilla County

Enclosed is a report and photos from Walt Sullivan discussing problems found on the recently completed Emigrant Hill-Meacham Section. I am requesting your help in developing an answer to two questions.

1. What is wrong here? We do not want this to happen again.

2. What should we do now? We have a new road falling apart. How do we keep it from getting worse?

If you need more field data, let us know.

(Original Signed By R. D. Hector)

R. D. Hector
Region Engineer

RDH:sh
Attachments

cc W. E. Schwartz w/report
Hal Versteeg "
R. L. Schroeder "

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 31 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 24, 1983

Pendleton, OR 97801

☐ RE ☐ RCE ☐ RME ☐ ROE

FILE:

☐ RFA

OCT 25 1983

RECEIVED
REGION 5 OFFICE

FROM: Walter R. Sullivan
Assistant District Engineer

SUBJECT: Potholing on Emigrant Hill-
Mecham Section
I84
Contract #9626

TO: R. D. Hector
Regional Engineer

On October 20, 1983, three more areas of distress (i.e., potholing were found on the Emigrant Hill-Meacham Section. The seal over the recycled mix was completed approximately one month ago just westerly of the new destressed areas. Two other areas of distress were found and corrected (see photos 1-11 and 12-13). All five areas have shown the same symptoms: (1) fat area appearing on pavement (see photos 20 and 14 showing pothole in fat area). (2) Depression of pavement. (3) Loss of 3/4" of "E" Mix (photos 17-19). (4) Total loss of "E" Mix and raveling of recycled mix (see photos 9 and 15).

The local distress areas were found over a 2,700 foot section of the highway and all were located in the recycled area. The distressed area at Station 861+00 is located just outside the right hand fog line and water can be seen seeping from this area (see photos 22-25). By looking at these photos, it would appear that water was trapped in the recycled mix and could possibly be causing the oil to migrate to the surface. (Note the heavy concentration of oil up to a 1/8" thick on the right hand side of photos 23-25). In photos 22 and 24 you can see a green tint to the pavement. This is an alge growing on the pavement which would lead one to believe that there has been a constant supply of water to sustain the growth of alge.

On checking with Bobby Johnson, I found that the areas where the recycled mix had to be removed due to tenderness of the mix during the recycled job were from Station 747-759 and Stations 782-787+50 which is 5,000-8,000 feet from the present problem area (see General Daily Progress Reports and Page 6 of the Narrative Report that area attached).

Upon visually inspecting the highway section MP 218-224 EB, we identified at least two dozen areas where excessive bleeding is showing on the pavement. We will monitor these areas for further distress.

cd
attachments

results of this additional compactive effort showing the density in place to still be too low. The contractor brought another vibratory roller onto the job behind each paver. This made three rollers behind the base lift machine and four rollers (One for finishing only) behind the top lift paving machine. Compaction was then better, with many of the tests passing the required density on the base lift, but some problems were still evident on the top course. The total penalty for insufficient density figured out to be about $5,200.00; $1,800.00 being the base lift portion and $3.400.00 on the top lift as computed in this office.

Two days of paving, October 12 and October 15, had mix laid that was very tender and would not compact properly. The mix laid on October 12 did finally roll into place and appeared suitable for use. The mix laid on October 15 did not stabilize sufficiently and continued to ridge up and tear throughout rolling process. The contractor was instructed to remove the material from these areas as there was much longitudinal cracking apparent and the mix was soft when stepped on compared to the areas of good mix. These areas removed were Eastbound Station 747+84 to Station 759+73 and Eastbound Station 782+79 to Station 787+00. 2,236.1 square yards of material was removed by cold planing and 258.165 tons of A.C. mix was placed back into these areas, all at the contractor's expense.

We do not know for sure what might have caused this problem but we think it is possible the result of the type of burner fuel used in the plant. The contractor contends that the problem resulted from something in the cold planings that were recycled. It is possible that J. C. Compton Co. may file a claim for the cost of this removal and replacement.

ASPHALT IN TACK COAT

732+35 > 4653.05

EQU 778+88.05 BK
779+99.50 AH > 700.50
787+00
787+50 TOTAL 5353.55 LIN FT

GENERAL DAILY PROGRESS REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT NAME	HIGHWAY
EMIGRANT HILL – MEACHAM	OLD OREGON TRAIL

CONT. NO.	F.A. NO.	PREFIX	SHIFT	DAY OF WEEK	DATE
9511	IR-84-6(3)226 1	630-1082	DAY	FRI.	10-15-82

CONTRACTOR AND/OR SUBCONTRACTOR: COMCO, INC.; VALENTINE SURFACING; J.C. COMPTON

☒ FAIR ☐ RAIN ☐ CLDY ☐ WIND

LOW TEMP. PLANT 30 START 50 HIGH TEMP. 70

PERSONNEL AND MAJOR EQUIPMENT (LOCATION OF WORK SEE WORK AREAS BELOW)	HOURS	SUPERVISION	OPERATORS	TRUCK DRIVERS	LABOR	TRAINEE	FLAGGER	MECHANIC	BACK HOE	BLADE	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	PAVER	ROLLER	SCRAPER	TRUCK	COLD PLANER	POWER BROOM	WATER TRUCK	DRUM DRYER A.C. PLANT
COMCO, INC.							2																
VALENTINE SURFACING		1	5	1				1												2	1	1	
J.C. COMPTON		3	13	22	5			3					1		2	2	6		20			1	1

LOCATION and/or DESCRIPTION OF WORK	(PREV.)	ITEM NO.	ESTIMATED QUANTITIES THIS DATE	TOTAL
STA. EB 732+35 TO 787+50	COLD PLANE PAVEMENT REMOVAL (211,917.2)	11	9517.4 ~~9606.3~~ SY	221,434.6 ~~221,523.5~~ SY
STA. EB 732+35 TO 787+50 (BASE) STA. EB 669+85 TO 787+50 (TOP)	CLASS "B" A.C. PLACED (46,672 SSS)	15	332.150	52053.705 TN
STA. EB 732+35 TO 787+50	ASPHALT IN TACK COAT (67,740)	17	3.015 TONS	70.755 TONS

REMARKS — Condition of traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors; etc.

CONTRACTOR SWITCH OVER TO NEW SOURCE OF 3/4" - 1/4" A.C. AGGREGATE TODAY. PHYSICAL APPEARANCE & TESTING SHOWED THIS MIX TO BE TOO COARSE. ADJUSTMENTS WERE MADE AT THE PLANT TO CORRECT THIS PROBLEM. COMPACTION STARTED OUT POOR TODAY, MAINLY BECAUSE OF THE COARSE MIX CAUSING MORE VOIDS THAN NORMAL IN THE MAT. AFTER ADJUSTMENTS WERE MADE TO THE MIX, DENSITY TESTS STARTED PASSING.

SOME TENDERS SPOTS IN THE TOP MAT, STA 747-759, SHOWED UP BEHIND ROLLERS, AS THEY STARTED TO PUR IT.

CONTRACTOR WAS TOLD TO REMOVE ALL TEMPORARY SIGNS OFF THE PAVED SHOULDER FOR THE WEEKEND.

THOSE TENDER SPOTS IN MAT, STA 747-759, GOT WORSE AND THIS AREA WILL HAVE TO BE REMOVED & REPLACED ON THE TOP MAT. THE SAME HOLDS TRUE FOR STA. 782-787+50. IT APPEARS TO BE SOME BAD MIX.

TRAFFIC CONTINUES TO MOVE THROUGH WORK AREAS WITHOUT PROBLEMS.

PREPARED BY: Kenneth L Stroum

FORM 734-3474 (REV. 11-79)

USE BACK FOR ADDITIONAL REMARKS — SEE BACK ☐

EQU 544+06.14 BK = 1000.11
544+82.36 AH
> 2323.72'
EQU 567+46.08 BK
567+46.82 AH
> 1453.18
582+00
4843.04 TOP MAT

GENERAL DAILY PROGRESS REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT NAME	HIGHWAY
EMIGRANT HILL - MEACHAM	OLD OREGON TRAIL

CONT. NO.	F.A. NO.	PREFIX	SHIFT	DAY OF WEEK	DATE
9511	IR-84-6(3)226	630-1082	DAY	TUES	10-12-82

CONTRACTOR AND/OR SUBCONTRACTOR: COMCO CONST; VALENTINE SURFACING; J.C. COMPTON

☒ FAIR ☐ RAIN ☐ CLDY ☐ WIND

LOW TEMP. 30 HIGH TEMP. 70

PERSONNEL AND MAJOR EQUIPMENT / LOCATION OF WORK (SEE WORK AREAS BELOW)	HOURS	SUPERVISION	OPERATORS	TRUCK DRIVERS	LABOR	TRAINEE	FLAGGER	MECHANIC	BACK HOE	BLADE	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	PAVER	ROLLER	SCRAPER	TRUCK	COLD PLANER	POWER BROOM	WATER TRUCK	DRUM DRIVER A.C. PLANT
COMCO CONST.							1																
VALENTINE SURFACING		1	5	1				1												2	1	1	
J.C. COMPTON		3	8	21	3			2					1		2	1	3		19			1	1

LOCATION and/or DESCRIPTION OF WORK		ESTIMATED QUANTITIES ITEM NO.	THIS DATE	TOTAL
STA. EB 583+65 TO 617+00	COLD PLANE PAVEMENT REMOVAL (16' WIDE) (APPROX.) (186,118.1 SQ YD)	11	5928.9 SQ YD	192,047.0 SQ YD
STA. EB 583+65 TO 617+00 (BACK) STA. EB 533+40 TO 582+00 (TOP)	CLASS "B" A.C. PLACED (41,219.005 TONS)	15	1501.140	42,720.145 TON
STA. 583+65 TO 617+00 (=335' COLD PLANE & TACK)	ASPHALT W/ TACK COAT (59.370 TON)	17	2.050 TON	61.420 TON

REMARKS — Condition of traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors; etc.

COLD PLANING WENT SLOW TODAY, AS ONE MACHINE STOPPED PLANING ABOUT NOON. IT HAS HAD PROBLEMS WITH THE GEAR BOX, SO TODAY THEY WENT AHEAD AND REPLACED IT. THE CONTRACTOR WAS USING SEVERAL TRUCKS TO HAUL 3/4" - 1/4" A.C. AGGREGATE FROM BERLE STEWARTS PIT # 31-35-5 TO THE PLANT, WHICH LEFT THEM SHORT ON TRUCKS TO THE PLANERS, ANYWAY.

THE A.C. MIXTURE ON THE STREET WAS VERY TENDER THIS MORNING, CAUSING THE ROLLERS TO CREATE SOME RIDGING & TEARING. TESTING SHOWED THE MIX TO BE HIGH IN ASPHALT & FINES. A CHANGE WAS MADE AT THE PLANT TO TRY TO CORRECT THIS PROBLEM. THIS AFTERNOON THE MIX WAS A LOT MORE STABLE. COMPACTION THIS A.M. WAS POOR, BUT GOT BETTER THIS P.M. A NEW "RICE" DENSITY WAS RAN AFTER THE MIX CHANGE.

AT THE END OF THE TOP MAT TODAY THE CONTRACTOR HAD A ROUGH, UNEVEN MAT FOR APPROX. 10 FT. PRIOR TO THE JOINT. I HAD THE CONTRACTOR REMOVE THIS MATERIAL AS IT WOULD NOT RAKE OUT.

PREPARED BY: Kenneth L Stevens

FORM 734-3476 (REV. 11-79)

USE BACK FOR ADDITIONAL REMARKS — SEE BACK ☒

THE CONTRACTOR CONTINUES TO PLANE 1½" DEEP BEYOND END OF BASE LIFT THIS AFTERNOON.

BOBBY JOHNSON, TOM PENNER & BOB HECTOR WORK ON THE JOB TODAY.

CONTRACTOR DID NOT USE LANE CLOSURE AT THE BOTTOM OF EMIGRANT HILL, WEST BOUND, TODAY. THEY SENT ALL THEIR TRUCKS DOWN TO MISSION INTERCHANGE TO TURN AROUND.

● 617+00

EQU 664+64.74 BK / 668+22.78 AH

672+00

4764.74

3772.2

5141.96

GENERAL DAILY PROGRESS REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT NAME	HIGHWAY
EMIGRANT HILL - MEACHAM	OLD OREGON TRAIL

CONT. NO.	F.A. NO.	PREFIX	SHIFT	DAY OF WEEK	DATE
9511	IR-84-6(3)226	630-1082	DAY	WED	10-13-82

CONTRACTOR AND/OR SUBCONTRACTOR: COMCO, INC.; VALENTINE SURFACING; J.C. COMPTON

☒ FAIR ☐ RAIN ☐ CLDY ☐ WIND

LOW TEMP. 35 HIGH TEMP. 68

PERSONNEL AND MAJOR EQUIPMENT / LOCATION OF WORK (SEE WORK AREAS BELOW)	HOURS	SUPERVISION	OPERATORS	TRUCK DRIVERS	LABOR	TRAINEE	FLAGGER	MECHANIC	BACK HOE	BLADE	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	PAVER	ROLLER	SCRAPER	TRUCK	COLD PLANER	POWER BROOM	WATER TRUCK	DRUM DRYER A.C. PLANT
COMCO, INC.	8						1																
VALENTINE SURFACING	11	1	5	1				1												2	1	1	
J.C. COMPTON	8	3	8	21	3			2					1		2	2	3		19			1	1

LOCATION and/or DESCRIPTION OF WORK		ESTIMATED QUANTITIES ITEM NO.	THIS DATE	TOTAL
STA EB 617+00 TO 672+00	COLD PLANE PAVEMENT REMOVAL	11	9141.3 SQ YD	201,188.3 SQ YD
STA. EB 617+00 TO 672+00 (BASE) STA. EB 582+00 TO 612+35 (TOP)	CLASS "B" A.C. PLACED	15	1718.115 TON	44,438.260 TON
STA. EB 617+00 TO 672+00	ASPHALT IN TACK COAT	17	3.150 TON	64.570 TON

REMARKS — Condition of traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors; etc.

COLD PLANERS GOT A LATER THAN NORMAL START THIS MORNING, BUT OTHERWISE OPERATIONS WENT PRETTY SMOOTH. TAKEOFF JOINT ON TOP MAT CAME OUT PRETTY WELL, BUT SOME PATCHING WAS NEEDED ON TODAY'S BASE LIFT BECAUSE OF IRREGULARITIES MADE IN GRADE BY GRINDERS STARTING OUT. COMPACTION TESTS WERE PASSING TODAY, THE "RICE DENSITY" BEING 157.25 LB/CU FT. A.C. MIXTURE DID NOT APPEAR TO BE AS TENDER AS YESTERDAY, WHILE ROLLING.

THE BASE PAVER WAS LEAVING ASPHALT POCKETS IN THE MAT, WHICH HAD TO BE DUG OUT. THEY APPARENTLY WERE CAUSED BY 'GOBS' OF TACK COAT ACCUMULATING ON PAVER WHEELS & TRUCK WHEELS WHICH FALL OFF. THE CONTRACTOR WAS TOLD AGAIN TO HAVE TACK TRUCK & BROOM STAY BACK TO ALLOW GRADE TO DRY BEFORE LAST BROOM PASS & TACKING.

PREPARED BY: Kenneth L Stevens

FORM 734-3474 (REV. 11-79)

USE BACK FOR ADDITIONAL REMARKS — SEE BACK ☐

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-6(4)226

2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken
Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.:

5. ITEM NO.: 20092

2A. COUNTY NAME: Umatilla

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 8-8-83

8. FEDERAL ROUTE NUMBER: Interstate 84

9. STATE ROUTE NUMBER: Primary 6

10. GENERAL LOCATION:

EMIGRANT HILL - MEACHAM SECTION

11. GENERAL DESCRIPTION OF WORK

Furnish and Place Shoulder Aggregate

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON ~~ANY OR ROW OR FED AID OR~~ FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of August 8, 1983 as requested in Mr. Keasey's August 30, 1983 letter as being cost-effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $18,500.00; Federal Funds $17,060.00.

RECEIVED
STATE HWY ENGR
SEP 19 '83

REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Onigka 9/19

14. DATE: 9-8-83

15. SIGNATURE OF APPROVING OFFICIAL: L K Hansen

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

rn

cc: H. S. Coulter

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

7-10-83

RECEIVED
STATE HWY ENGR
AUG 16 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Umatilla	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
July 10,1983	David B. Carter, Area Engineer	IR-84-6(4)226

IN COMPANY WITH

Bobby Johnson, Project Manager, OSHD

NOTED
W. E. SCHWARTZ

LOCATION

Beginning approximately 7 miles east of Pengleton on I-84 and extending easterly to near the Meacham Interchange

CONTRACTOR NAME AND ADDRESS

Comco Construction, Oregon Ltd, dba Salem Road & Driveway Co, P. O. Box 603, Salem, OR 97308

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
4/19/83	$1,030,167.00	See below	See below	5/26/83

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	See below	90%

REMARKS

EMIGRANT HILL - MEACHAM SECT.
OLD OREGON TRAIL
Paving

This project provides for the contruction of an emulsified seal coat and asphalt concrete pavement.

Work Completed

The asphalt concrete pavement has been placed.

The emulsified asphalt seal has been placed part width on the full length of the west bound lanes and on the east bound lanes from the west end of the project to the vicinity of the Emigrant Springs Interchange.

Work in Progress

Shooting the emulsified asphalt seal in the vicinity of the Emigrant Springs Interchange.

Comments

The paving looks and rides good. The emulsified asphalt seal, using a slow setting emulsion, is being placed at between approximately 0.12-0.15 gallons per square yard. The uphill lanes on Emigrant Hill were shot slightly lighter. The emulsion appears to penetrate into the pavement well and should not affect the skid qualities of the pavement. It appears this pavement could absorb more emulsion if that were necessary.
(continued)

The emulsion is being cut back with water by 50%, i.e., 100 gallons of added water for every 200 gallons of emulsion.

The project will overrun the asphalt concrete pavement quantities by approximately 400 tons.

A pavement drop-off at the shoulder occurs at some locations due to the irregularities in the existing pavement surface. A State Force Order will be initiated to allow State Forces to correct this situation. Sufficient shoulder material is generally already available along the grade to use for this purpose.

A small percentage of the material tested had excess passing the 1/4 inch screen. This will probably result in a small penalty on this item.

Bid Item No. 8, Class E Hot-mix, was reviewed for documentation of pay quantities. The estimate paid for 9,035.035 tons of material. The quantity summary had a similar figure posted which was documented by weigh tickets. The weigh tickets were properly signed and receipted.

This project has a specified completion date of August 15, 1983. The project should be easily completed by this time.

##################

9511

V)

CON

February 11, 1983

The Honorable Max Simpson
State Representative
H481 State Capitol
Salem, OR 97310

Dear Max:

I'm attaching a copy of Pat Schwartz' report on the cost of flattening the slopes on Emigrant Hill/I-84.

The $208,000 spent on slope flattening is 17 percent of the total contract amount of $1,200,000.

If you have any questions, please let me or Pat know.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

Att.

cc W. E. Schwartz

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
CON

TO: H. S. Coulter
State Highway Engineer

DATE: February 4, 1983

NOTED
H. S. COULTER

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Slope Flattening
Emigrant Hill/I-84

You had an inquiry from Representative Max Simpson regarding the cost of flattening the slopes on the above highway in conjunction with a recent pavement recycling job. I have obtained the following information from Project Manager Bobby Johnson:

General Excavation	$177,690 (57,230 Cubic Yards)
Remove Sturcture & Obstructions	5,400 (snow fence relocation)
Flagging	2,260 (226 hours)
48" Culvert	5,040 (90' extension)
Mobilization	17,000 (17% pro rata share)
Temporary Temperature Protection and Direction of Traffic	595
Plastic Safety Markers	228
TOTAL	$208,213

WES:st

Contains Recycled Materials

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-6(3)226
2. STATE PROJECT NO.: See below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 20092

2A. COUNTY NAME: Umatilla

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/25/82

8. FEDERAL ROUTE NUMBER: Interstate 84

9. STATE ROUTE NUMBER: Primary 6

10. GENERAL LOCATION: Emigrant Hill - Meacham Section

11. GENERAL DESCRIPTION OF WORK: Reinstall traffic counter loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project agreement if additional funds are required, I approve the advance authorization date of 10/25/82 as requested in Mr. Keasey's letter of 11/18/82 as being in the public interest for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $1,000 Federal Funds $922.

RECEIVED
STATE HWY ENGR
NOV 30 '82
REFER TO
Mechanic
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to 11/30

14. DATE: 11/23/82

15. SIGNATURE OF APPROVING OFFICIAL: D. K. Swanson

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

B

STATE COPY

cc: OSHD (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

FINAL INSPECTION
&
INITIAL REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1	Umatilla	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11/16/82	David B. Carter, Area Engineer	IR-84-6(3)226

IN COMPANY WITH: Mike Herron, FHWA Trainee
Discussed with Bobby Johnson, Project Manager, OSHD

RECEIVED
STATE HWY ENGR
DEC 9 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sig! | Act | File

LOCATION: Approximately 7 miles east of Pendleton, Umatilla County, Oregon

CONTRACTOR NAME AND ADDRESS: ComCo Construction, Oregon Limited, dba
Salem Road & Driveway Co., P.O. Box 603, Salem, OR 97308

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
6/29/82	1,823,891.75	125 calendar w/d	6/13/82	7/6/82

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	98%	100%

REMARKS

NOTED
W. E. SCHWARTZ

EMIGRANT HILL - MEACHAM SECTION
OLD OREGON TRAIL
Paving

This project provided for the pavement removal and construction of asphalt concrete pavement using recycled materials. The project length is 19.92 miles.

The project is complete and acceptance is recommended. The completed work looks very good.

Comments

Water is apparently infiltrating down the seam between the old pavement and the new pavement inlay and traveling under or through the new work and resurfacing at the other seam. This condition can contribute to the early failure of the work. A pavement seal has been programmed to correct this problem. Future projects of this nature should include a pavement seal.

Some slope flattening was done to allow the sun to reach the traveled way during the winter months. The contractor did some damage to the shoulder area while doing this work. The damaged area was milled out and repaired at the contractor's expense. Approximately 436 tons of asphalt concrete mix was required to repair this area.

During paving operations some pavement was required to be removed and replaced. The quantity of material removed and replaced was approximately 258 tons. Testing is now being done to determine if burner fuel may have contributed to the problem. Payment has not been made to the contractor for the extra material required to complete this work.

Price Agreement No. 1 was initiated to change the method of determining the pay quantity of asphalt cement in the mixture. The project specifications provided for payment of the recycled asphalt based on extraction test results. This price agreement provided for:

1) Payment for new asphalt cement added to the recycled mixture as determined by the final asphalt inventory.

2) Payment for the old asphalt in the recycled mixture at a pre-determined fixed percentage rate. This rate was based on the average of six samples of the existing pavement prior to recycling (laboratory Nos. 82-10984 through 82-10989).

Separate payment for the recycled asphalt from the old mix may not be necessary on projects of this type. Some consideration could possibly be given to elimination of this item as a pay quantity.

9511 No. 19 FINAL

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Emigrant Hill - Meacham	WEEK ENDING: Nov. 13, 1982	
	SECTION PREFIX: 630-1082	
HIGHWAY: Old Oregon Trail	COUNTY: Umatilla	
NAME OF JOB: Emigrant Hill - Meacham	KIND OF WORK: Paving	
CONTRACTOR: Comco dba Salem Rd & Drive	CONTRACT NUMBER: 9511	FEDERAL AID PROJECT NUMBER: IR-84-6(3)226
DATE OF CONTRACT: June 29, 1982	DATE WORK STARTED: July 6, 1982	ESTIMATED COMPLETION DATE: Nov. 11, 1982
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 125 CWD	WORK DAYS USED / CALENDAR DAYS USED: 122 CWD
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 98%
PROJECT AUTHORIZATION: $2,175,065.72	ENGINEERING AUTHORIZATION: $154,671.35	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $2,020,394.38	ENGINEERING COST TO DATE: $97,375.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,785,833.41		DATE PROJECT WAS COMPLETED: Nov. 11, 1982
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.6%	PERCENT OF AUTHORIZATION: 63 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Cold Planing
100%	100%	100%		100%	100%	100%

	GRADING	Cold Planing	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.0	20.0			20.0
MILES PARTIALLY COMPLETED	1.0	20.0			20.0
MILES COMPLETED	1.0	20.0			20.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	49,600 CY	239,000 SY			58,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	59,200 CY	241,485 SY			54,540 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	59,200 CY	241,485 SY			54,540 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7		1		
MONDAY 8		1		
TUESDAY 9		1		
WEDNESDAY 10		1		
THURSDAY 11		1		
FRIDAY 12		0		Second Notification 11-11-82
SATURDAY 13		0		

RECEIVED
NOV 15 1982
CONSTRUCTION SECTION

CE K OM
CAE CA
FOL LS
QCS TC
SCS FE
EEO CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 7	No Activity
MONDAY 8	No Activity
TUESDAY 9	No Activity
WEDNESDAY 10	No Activity
THURSDAY 11	Complete project clean up
FRIDAY 12	No Activity
SATURDAY 13	No Activity

REMARKS

Compton completed clean up work.

Second Notification submitted for Nov. 11, 1982.

SIGNED _____ LOCATION Pendleton
for Bobby D. Johnson, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

#7511

November 1, 1982

CON 4

The Honorable Fred W. Heard
President of the Senate
State Capitol
Salem, OR 97310

The surfacing repair work recently completed on I-84 in the Blue Mountains was contracted to a Salem firm, COMCO Construction Oregon, Ltd., dba Salem Road and Driveway Company. In addition, the following firms were the major subcontractors on the project:

copy 4
CON

Foress Sign Co.	Albany
Valentine Surfacing Co.	McMinnville
J. C. Compton Co.	McMinnville

Most of the workers employed on the project were Oregon residents and our records show only one employee from Nevada.

The fact that these companies had been doing work in Nevada and moved some of their equipment from Nevada to this project, may have led to the mistaken belief that they were "out of state" contractors.

We all would like to see Oregon firms do as much of the work we contract as possible; however, State statutes which we must follow make no distinction between "in state" or out of state" contractors, as long as they have been prequalified for the work they wish to bid.

I hope this answers your concerns in this matter.

Fred D. Miller
Director

WA:vt fn

bc H. S. Coulter
Bob Hector

OREGON STATE SENATE
STATE CAPITOL
SALEM 97310
(503) 378-8700

Fred W. Heard
President

October 18, 1982

Mr. Fred Miller,
Assistant Director for Administration
135 Transportation Building
Salem, OR 97310

Dear Fred:

Recently a constituent contacted me about a contracted overlaying job on Interstate 80 in the Blue Mountains. The situation was described as one where the contract was issued to a non-union company called "Comp Co.". That company in turn brought their labor into Oregon from Nevada.

The problem arises when workers in Oregon see the government, whether state or Federal, issuing contracts to out-of-state companies futher complicating Oregon's unemployment problems.

I would be interested to hear your comments on this issue and in particular regarding the repair work done in Blue Mountains.

Thank you,

Fred

Fred W. Heard
Senate President

FWH:rc

(Due 11-28)

RECEIVED
STATE HWY ENGR
OCT 22 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
DOT DIRECTOR
OCT 22 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

9511

HIGHWAY DIVISION PRO

R. D. Hector
Region Engineer

June 30, 1982

Robert N. Bothman
Assistant State Highway Engineer

Emigrant Springs Interchange-Meacham
Old Oregon Trail Frontage Road
Umatilla County

Use of recycled materials is beyond the demonstration project stage and federal demonstration project funds are not available for this type of work.

This frontage road is on our system for maintenance purposes and therefore, is not eligible for either federal-aid Interstate or primary funds.

The best way to proceed is to accomplish your proposed work with maintenance funds.

RNB:lb

Att.

cc W. E. Schwartz
D. H. Moehring

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: Robert N. Bothman
Assistant State Highway Engineer

DATE: June 30, 1982

FROM: D. H. Moehring
Program Management Engineer

SUBJECT: Emigrant Springs Int.-Meacham
Old Oregon Trail Frontage Road
Umatilla County

Attached is a Project Request we received from Region 5. Bob Hector requested this be developed as a demonstration project using AC materials from the Emigrant Hill-Meacham overlay project. Use of recycled materials is beyond the demonstration project stage and no Federal demonstration project funds are available for this type of work.

This frontage road is on our system for maintenance purposes. It is not eligible for either Federal-Aid Interstate or Primary funds. That leaves State funds, which we really do not have for this type of project.

It appears this should be discussed with Pat Schwartz to determine if he wants to use Maintenance funds.

Please advise.

DES:pf
Attachment

Contains
Recycled
Materials
81-125-1387

OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION: Date: June 23, 1982

Proposed Section: Emigrant Springs Interchange-Meacham Region: ____

Highway: Old Oregon Trail Frontage Road St. Hwy. No. 6 M.P. 233.9 to M.P. 237.9 Length: 4.0

County(s): Umatilla (Attach Sketch Map)

Recommended Construction Date: June 1983 Proposed 6 YP ____

Method of Doing Work: Contract X St. Force ____ Other ____

B. FINANCING

	Section	Year	Funds Available
Postpone ☐		Current 6 YP	
		Recommend	
Cancel ☐		Current 6 YP	
		Recommend	

If not one of the above - Recommended Financing: ____

FAI ☒ , FAP ☐ , FAS ☐ , ST. CONST. ☐ , OTHER ☐ ____

C. ROADWAY & TRAFFIC

	Width			Structures		Extg. Traffic (Year)		Proj. Traffic (Year)	
	No. Lanes	Pvmt.	Shldrs. Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	2	20'-25'				230			
Proposed Facility:	2	24'							

D. DEFINE THE PROBLEM: The pavement is cracking, distorted and showing distress throughout the section.

E. PROPOSED SOLUTION: A 3 inch overlay, 3-R concept, using 100% recycled asphalt product (RAP) is proposed.

F. REASON FOR REQUEST AT THIS TIME: A large quantity of excess RAP will be accumulated from the Emigrant Hill-Meacham project. Some of this material can be utilized on this section as a demonstration project.

G. COST ESTIMATE

Roadway Work	$ 170,000.
R/W (Approx: No. of Parcels ____, Acres ____, Any Reloc. ____).	0
Structures	0
Other (Define) shoulder rock to be placed by maintenance forces.	--
Preliminary Engineering (By Whom) State	5,700.
TOTAL	$ 175,700.

H. REQUESTED BY: ____
Region Engineer or Section Head

Approval/Disapproval ____
State Highway Engineer Date

Approval/Disapproval ____
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date ____

Remarks & Action Taken:

Form 734-1386 (3-78)

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Emigrant Springs Interchange - Meacham

Date June 23, 1982

Highway Old Oregon Trail Frontage Road

Authorization No. 1

County Umatilla

Survey Prefix ..... (Assigned by Salem office)

Description of termini, route, length, etc.:

The project starts at M.P. 233.9 on the Frontage Road to I-84 to M.P. 237.9 at Meacham.

Purpose of survey:

Overlay the existing roadway with recycled AC materials.
This is to be worked into a 3R concept demonstration project.

Estimate of cost:

		Estimate of Cost
Field Survey	(901)	2,000.
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	1,500.
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Descriptions	(909)	
Soils and Geology	(910)	500.
Traffic	(911)	
Landscape	(912)	
Liaison	(913)	
Utility	(914)	
Photogrammetry	(916)	
Location Studies	(918)	
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	1,500.
Environmental	(923)	200.
Foundation Exploration	(926)	
Free Bridge Design	(927)	
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $.....

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .....

Total all authorizations approved (Salem) . . ..

Requests made by:

..... Field Engineer

Recommended for Approval:

..... Regional Engineer

Recommended for Approval:

..... Location Engineer

Approved:

..... Assistant State Highway Engineer

SP*19160-734

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE: June 23, 1982

PREFIX:

1 - IDENTIFICATION

PROJECT NAME: Emigrant Springs Interchange-Meacham

HIGHWAY NAME: Old Oregon Trail Frontage Road

HIGHWAY NUMBER: 6

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	12	Umatilla	

LENGTH	MILEPOST NUMBER			
4.0	233.9	TO	237.9	[X] RURAL [ ] URBAN

LOCAL GOVERNMENT PROJECT? [ ] YES [X] NO

IF YES, UNIT OF GOVERNMENT:

TYPE OF FUNDS: [X] FAI [ ] FAP [ ] FAS [ ] STATE [ ] FAUS [ ] OTHER

METHOD OF CONSTRUCTION: [X] CONTRACT [ ] STATE FORCE [ ] OTHER

TYPE OF WORK: [ ] GRADING [X] PAVING [ ] STRUCTURE [ ] SIGN [ ] SIGNAL [ ] ILLUMINATION [ ] ROADSIDE IMPROVEMENT [ ] OTHER

PROJECT DESCRIPTION

This project proposes a 3 inch overlay, 3-R concept, of a four mile section of the Frontage Road at Meacham. Anticipated is the cold mix recycling of excess AC materials from the Emigrant Hill-Meacham, I-84 project.

This will be a demonstration project to develop worthwhile uses of recycled AC products.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)	PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
230	

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
PROPOSED	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
		[X] LIGHT [ ] MEDIUM [ ] HEAVY

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - 10 to 12 feet	2 - 12 feet
SHOULDERS	None	None
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River _____	☐	☒	☐
Stream _____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☐	☒
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☐	☐
Statewide Assessment	☐	☐	☐
Negative Declaration	☐	☐	☐
Environmental Impact Statement	☐	☐	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing _____	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☐	☒
Utilities	☐	☒	☐

Type _____

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐	☐ None required
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE: June, 1983 (Region) _____ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
3" recycled asphalt product 24 feet wide		X

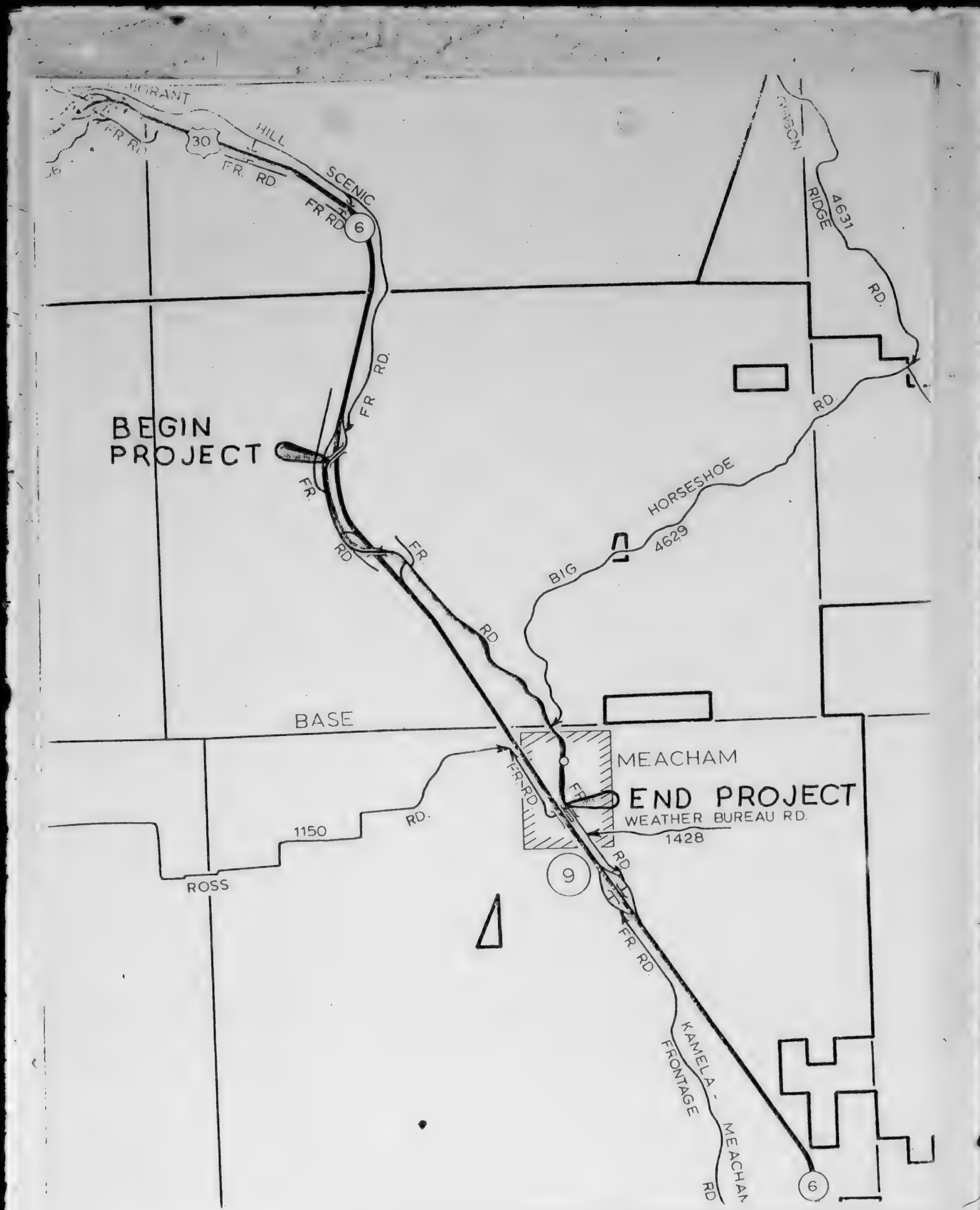
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	5,700.	
RIGHT OF WAY		
TRAFFIC CONTROL	200.	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	170,000.	
OTHER _____		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	175,900.	

SUBMITTED BY _____


BEGIN
PROJECT
END PROJECT
WEATHER BUREAU RD.
MEACHAM
BASE
ROSS
1150
1428
4629
4631
HORSESHOE
BIG
RIDGE
SCENIC
HILL
FR RD
FR. RD.
RD.
30
6
9
KAMELA - MEACHAM FRONTAGE RD

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Asst. State Hwy.Engineer
Project Management Section

DATE: June 22, 1982

SUBJECT: Project request
Emigrant Springs Interchange-Meacham
Old Oregon Trail Frontage Road
Umatilla County

I am enclosing a project request for a demonstration project on the existing frontage road adjacent to Emigrant Springs Park. You are aware that quite a pile of AC materials will be left over from the Emigrant Hill-Meacham section. Our purpose with this request is to develop a worthwhile use of those kinds of materials. We have identified a four mile stretch of the frontage road which is cracking and distorted between the Emigrant Springs Interchange and the Meacham Store. It is also adjacent to our proposed AC materials stockpile site.

We propose to do a cold mix recycle overlay, three inches thick by 24 feet wide. Any shoulder work or drainage work will be done by Maintenance. They will also build the aggregate shoulders out of screen rejects after the contract work. If a chip seal is needed, that too will be placed by State Forces.

Also, I will be working with Owen Lucas to see what kinds of surfacing work should be done at the Park.

Approval of the attached documents is recommended.

R. D. Hector
Region Engineer

RDH/lm
Enc.
cc: Schwartz, W.E.
Versteeg, J.H.
Oswald, Harry
Lucas, Owen

ISH

L

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

F I L E June 23, 1982

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
June 24, 1982 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened June 24, 1982 on the following projects:

1. Burns Rock Production
   Central Oregon Highway, Harney County
   Aggregate Crushing

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Willamette Rock Production
   Willamette Highway, Klamath County
   Aggregate Crushing

   Same as No. 1.

3. Division Street NE-Trade Street SE (Salem)
   Front Street, Marion County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

4. Columbia River Highway @ Sauvie Island Road
   Multnomah County
   Traffic Signals

   Curb ramps and pedestrian signals will be installed for pedestrian and bicycle use.

5. Redland Road-Beaver Creek Road
   Cascade Highway South, Clackamas County
   Grading and Drainage

   Grading only. Later surfacing contract will have eight-foot shoulders for pedestrian and bicycle use.

6. Clatskanie River (Clatskanie) Bridge
   Nehalem Street, Columbia County
   Structure

   Thirty-four foot road with eight-foot sidewalks on structure for pedestrian and bicycle use.

7. S. Umpqua River (Missouri Bottom) Bridge
   Pacific Highway, Douglas County
   Structure

   Structure repair on Interstate Highway. Ten-foot shoulders available for pedestrian and bicycle use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8. Medford Complex Building and Site Alterations
   Jackson County
   Building Alteration and Repair

   Same as No. 1.

9. Columbia River Bridge (North and South Channels)
   East Portland Freeway, Multnomah County, Oregon
   and Clark County, Washington
   Illumination

   Roadway lighting on this project will also illuminate pedestrian-bikeway within the limits of this project.

10. Emigrant Hill-Meacham
    Old Oregon Trail, Umatilla County
    Paving

    Resurfacing project. Ten-foot shoulders available for pedestrian and bicycle use.

    Same as No. 7.

RPS:ge

cc E. S. Hunter
   D. G. Talbot
   L. E. George
   F. E. Terpin
   George Bell
   Don Harwell

9511

L

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-6(3)226
Emigrant Hill-Meacham Section
Old Oregon Trail, Umatilla County

Date: June 7, 1982

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

NOTED
E. S. HUNTER

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Adams' letter of May 28, 1982, regarding the excess cold-planed asphalt concrete materials generated as a result of this project.

We concur that it is in the public interest for the State to retain the ownership of these materials. The proposed stockpile site and the intended use of the stockpiled materials is satisfactory.

for Dale E. Wilken

cc:
OSHD (J H Versteeg, Rd Dsgn)

RECEIVED
STATE HWY ENGR
JUN 7 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
JUN 8 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 28, 1982

In Reply Refer to
File No :

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RECEIVED
TECHNICAL SERVICES
MAY 28 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Attn. Glenn K. Hossner

Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

The purpose of this project is to restore the pavement section in the eastbound slow-travel lane from M.P. 218.00 to 226.86 and in the eastbound and westbound slow-travel lanes from M.P. 226.86 to 237.92. The existing asphalt pavement surface in the slow lane has deformed under traffic, having depressions in the wheel tracks with a hump between them, and a hump at or near the fog line.

We plan to remove a 4-inch thickness of the existing asphalt pavement on the first section and 4-1/2-inch thickness on the second section by cold planing. The replacement asphalt paving proposed would be 75 percent new aggregates and 25 percent cold-planed materials.

We estimate the cold planing will remove about 56,000 tons of asphalt and we will use in the recycling about 14,000 tons. We are proposing to make it mandatory for the contractor to stockpile the excess material in the State-owned material source west of M.P. 234.3. It is anticipated the stockpiled asphalt material will be used to maintain the approximate 20 miles of frontage roads in this area, and other paving work.

We solicit your concurrence that it is in the public interest for the State to acquire the excess asphalt materials.

This was discussed with and tentatively approved by Mr. Dave Carter of the FHWA.

The project is presently on the June 24, 1982 contract letting schedule.

J. H. Versteeg
Road Design Engineer

By LKW for
Donald R. Adams
Final Design Engineer

bc H. S. Coulter
E. S. Hunter
D. H. Moehring
D. E. Swan
Bob Hector
Jack Sullivan
Fred Eriksen

FE:ja

991

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

6-2-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-6(3)226		
2. STATE PROJECT NO. See below		
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO.	2A. COUNTY NAME Umatilla
	5. ITEM NO. 20092	

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/2/82	Interstate 84	Primary 6

10. GENERAL LOCATION:

Emigrant Hill - Meacham Section

11. GENERAL DESCRIPTION OF WORK

Pavement restoration

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)*

Permanent Pavement Striping S.F. $18,000
Temporary Pavement Striping S.F. $3,000
Asphalt Cement Adjustment $38,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 6/1/82 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,186,201 Federal Funds $2,016,114.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
JUN 9 '82
REFER TO Mochring
FOR

Info	Inves	R/D	D-R	Sign	Act	File

Orig Wed to 6-9-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/82		for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9511

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-84-6(-)
Emigrant Hill - Meacham Section
Old Oregon Trail Highway
Slope Flattenting, MP 227-228.3
(Mr. Versteeg's ltr, 4-22-82, DES 16)

Date: April 28, 1982

From: Division Administrator

Reply to Attn. of: HFO.4/5

To: Mr. H. S. Coulter, State Highway Engineer

We have reviewed Mr. Versteeg's letter which requested Federal-aid participation in the flattening of slopes on the south side of the freeway between MP 227 and MP 228.3, to allow for exposure of the roadway to the winter sun.

His analysis indicates that approximately half of the cost of the improvement would be offset by the reduction in accidents due to the icy road condition. Other significant long-term benefits to be realized as the result of the proposal would be decreased winter maintenance, including a reduction in sanding materials, reduced guardrail maintenance costs, and a reduced hazard potential as a result of the removal of the guardrail in the waste areas (this assumes the guardrail can be removed at the disposal sites).

Based on the above benefits, we concur and approve the proposed slope-flattening work.

D. K. Hansen
for Dale E. Wilken

cc:
OSHD (W E Schwartz, Asst SHE f/Oper)

cc Vanting 4-30-82

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STATE HWY ENGR
APR 30 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
TECHNICAL SERVICES
APR 30 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1511

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-6(-)
Emigrant Hill - Meacham Section
Old Oregon Trail Highway
Surfacing Design
(Mr. Terpin's ltr, 4-15-82, LOC 16-3)

Date: April 27, 1982

From: Division Administrator

Reply to Attn. of: HFO-4/5

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed the surfacing design for the above section submitted with Mr. Terpin's letter.

We agree with and approve the surface design for this section. However, a thin wearing-surface lift over both lanes may be desirable, since matching the existing pavement may become a problem.

for S. K. Hassen
Dale E. Wilken

cc:
OSHD (F E Terpin, Loc)

cc Venetag 4-30-82

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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TECHNICAL SERVICES
APR 30 '82
REFER TO
FOR
Info | Inves | R/D | W/M | Sign | Act | File

9511

L

December 29, 1981

PLA

Mike Caldwell
Union County Commissioner
Courthouse
La Grande, Oregon 97850

Dear Mike:

Thank you for your comments concerning our efforts on the Six-Year Highway Improvement Program. Your concern about the Emigrant Hill-Meacham project is justified. At the present time we have no indication of the direction Congress will ultimately take on Interstate funding. The one year's allocation approved this month matches the assumptions we made earlier on funding levels.

We believe that the Congress will make every effort to provide funds for the completion of the Interstate system and expand the present program to include the 4-R Program, reconstruction, rehabilitation, restoration, and resurfacing of sections of the present system. Until action is taken on this Interstate Program as well as the Federal Transportation Surface Bill, we are really planning in the dark.

You can be assured that the Emigrant Hill-Meacham project is high in our minds, but we will have to wait to see what happens at the national level before we solidify our program. Thanks again for bringing this matter to my attention.

Best wishes for a successful New Year!

Sincerely,

H. S. Coulter, P.E.
State Highway Engineer

HSC:ia

bc D. H. Moehring
W. E. Schwartz

County Court of Union County
La Grande, Oregon 97850

From the office of
EARLE C. MISENER, County Judge

JOE GARLITZ, Commissioner
MIKE CALDWELL, Commissioner

H.S. Coulter
State Highway Engineer
Department of Transportation
Transportation Building
Salem, Or. 97310

Dear Scott:

I've just completed the November 24, 1981 edition of the Highway Division proposed six year plan and as you might expect I would like to comment.

From our standpoint in Union County the Highway Division has been quite generous to our needs and please compliment your fine staff on their efforts. Although our county has few projects in the plan our neighboring counties have several that do concern our county as a whole.

The Emigrant Hill-Meacham project on I84 is with out a doubt the most urgent need for Northeast Oregon residents in my opinion. It has become a real hazard to negotiate particularly in bad weather. I am aware that its still in the plan for 1983 but I am concerned as to effects on 83 dollars when I noticed several projects being added to 1983 project year. In my estimation that project should receive the highest priority and be scheduled as soon as possible.

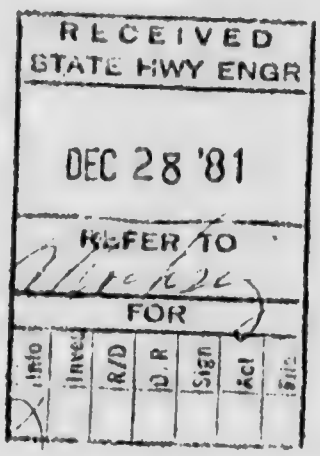
Again let me thank you for your support in the past on our local projects, and I look forward to seeing you again.

Regards,

Mike Caldwell

December 22, 1981

MC/jp



1982 162nd Ave.-Ava Ave. Sec. 9512
of Mt. Hood Hwy. in Gresham.
(Traffic Signal Revision)

9512

May 2, 1983

CON 5
#9512

United Pacific Insurance Co.
Bond Department
33405 8th Avenue, South C-3000
Federal Way, WA 98003

Gentlemen:

Contract No. 9512 awarded to Hamilton Electric, Inc., for traffic signal installation on S. E. 162nd Avenue-N.W. Ava Avenue Section of the Mt. Hood Highway in Multnomah County was completed on March 1, 1983, and accepted by the State Highway Division on April 11, 1983.

The total contract amount is $64,690.73 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

cc Hamilton Electric, Inc.
232 W. 5th Avenue
Eugene, OR 97401

United Pacific Insurance Co.
P.O. Box 1788
Eugene, OR 97440

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
Ed Hardt

9512

FORM 734-2001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 162 Ave.- AVA Ave.	WEEK ENDING: 12/11/82	
	SECTION PREFIX: 826-1128	
HIGHWAY: Mt. Hood	COUNTY: Multnomah	
NAME OF JOB	KIND OF WORK: Signals	
CONTRACTOR: Hamilton Electric, Inc..	CONTRACT NUMBER: 9512	FEDERAL AID PROJECT NUMBER: State.
DATE OF CONTRACT: 6/29/82	DATE WORK STARTED: 8/11/82	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 70	CALENDAR DAYS USED 74
PROJECT AUTHORIZATION: $ 89,134.22	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106
EXCLUSIVE OF ENGINEERING: $ 81,349.57	ENGINEERING AUTHORIZATION $ 7,784.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 73,197.13	ENGINEERING COST TO DATE $ 6,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT UNDERRUN: 10 %	PERCENT OF AUTHORIZATION 78 %	DATE PROJECT WAS COMPLETED: 9/27/82

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Rain	0		
TUESDAY	Fair	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY		0		

RECEIVED
DEC 13 1982
CONSTRUCTION SECTION

CE K CAE FOE QCS SCS FEO TE TC PE CP

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
12/5 SUNDAY	No activity.
12/6 MONDAY	No activity.
12/7 TUESDAY	No activity.
12/8 WEDNESDAY	No activity.
12/9 THURSDAY	No activity.
12/10 FRIDAY	No activity.
12/11 SATURDAY	No activity.

REMARKS

Office working on Semi-Final

SIGNED W E Hoffman LOCATION Portland

W.E. Hoffman Proj. Mngr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

B

CON

December 1, 1982

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Time Extension Request
SE 162nd Ave.-NW Ava Ave.
Contract No. 9512

Your request for additional contract time in which to complete the above project has been carefully considered. A contract time extension of 4 calendar days is granted due to the altered work done under Price Agreement No. 2.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

oc Al Harwood w/att.
Bill Hoffman w/att.
Bob Church

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 19, 1982

FROM: MARION CRAFT
Region Construction Engineer

SUBJECT: SE 162nd Avenue - NW Ava Avenue
Mt. Hood Highway
Contract No. 9512

Attached is a time extension request from Hamilton Electric for four days, and Bill Hoffman's letter with his analysis and recommendation. Bill lists the pertinent data for the contract and the reasons for the overrun. It seems to me that due to the close interworking necessary between the contractor and our state forces, plus the error in the number and type of buttons, the four day extension is justified.

I concur in Bill Hoffman's analysis and recommend we grant the four days requested.

11-26-82

W. E. Schwartz:
This is a State project. The number and type of pavement buttons was incorrect in the original contract. This was corrected by P.A. No. 1, 4 calendar days after contract time expired. Recommend a time ext. of 4 C.D.
D. B. Jackmond

Attachment

cc: Bill Hoffman

RECEIVED
NOV 22 1982
CONSTRUCTION SECTION

CE, CAE, FOE, OCE, SCS, EEO, OML, CA, I, TC, CP

81.125.1387

1982 NE Union Ave.-NE 39th Ave. 9513 Sec. of Col. R. Hwy. in Ptld. (Gr. Pav, Struc, Sign, Illum Sig.) #4

~~A~~ RR 1108 9-9-82

cc:OSHD (D. Forbes)

STATE COPY

95-3

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	14	Multnomah	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
11/28/90	W. H. Kappus, Area Engineer	IX-68(5) and UMTA-OR-23-9001(4)

COMPLETION DATE (Actual)	ACCEPTANCE DATE BY CONRTACT AGENCY	TIME ELAPSED	CONTRACT TIME
9/6/85	April 21, 1988	113 %	850 C.D.

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

UNION AVENUE - N. E. 39TH AVENUE
BANFIELD FREEWAY/TRANSITWAY

This project provided for reconstruction of an existing substandard 6-lane highway and the construction of a light rail transit line (LRT). Work on this project included construction (or re-construction) of eight bridges, numerous retaining walls and sound walls, grading and drainage for the LRT and freeway, continuously reinforced concrete pavement, A.C. pavement, signals, signs, illumination and landscaping.

A contract was awarded to S. J. Groves & Sons, Co. on July 8, 1982 in the amount of $27,581,766. Work started on July 20, 1982 and was completed September 6, 1985. The work overran the specified contract time in both phase A and B by a total of 433 days. After approving an extension of 116 days, liquidated damages in the amount of $380,400 were assessed for the remaining 317 days.

A contract claim covering several items was settled for $800,000.

The final project cost overran the original authorization by approximately 6%. While the claim settlement affected total cost, the primary contributing factor in this project overrun was a decision to increase the continuously reinforced concrete pavement thickness from 10" to 11".

A final inspection of the completed project was made December 5, 1985.

In accordance with FHWA's March 28, 1990 memo, all minor contract change orders are hereby approved.

- WHK -

RECEIVED
STATE HWY ENGR
DEC 7 '90
ASSIGNED TO

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: William H. Kappus		SIGNATURE: John T. Price	
TITLE: Area Engineer	DATE: 12/7/90	TITLE: District Engineer	DATE: 12/7/90

FOR: INFO | INVES | ROUGH DRAFT | DIRECT REPLY | SIGN | ACT | FILE

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9513

April 19, 1990

CON 5

Seaboard Surety Company
411 108th Avenue, NE, Suite 1950
Bellevue, WA 98004

Subject: Retention Payment Bond No. 142635
NE Union-NE 39th Ave. (Banfield Contracts)
OSHD Contract No. 9513

The Oregon State Highway Division has received payment from S. J. Groves & Sons Co. in the amount of $29,343.92 which represents the full amount of additional wages due to truckers under the above-referenced contract.

This payment settles the obligation of S. J. Groves and Sons Co. to the satisfaction of the Highway Division, and we agree to release the $150,000 retention payment bond which we have been holding pending resolution of the back pay issue.

Fran Neavoll
COMMISSION SERVICES

FKN:kp

cc: S. J. Groves & Sons Company
5200 Golden Foothill Parkway
Suite A
El Dorado Hills, CA 95630

S. J. Groves & Sons Company
ATTN: Robert E. Wolfe
P.O. Box 1267
Minneapolis, MN 55440

bc: Ken Husby
Dick Yetter
Hwy. Accounting, ATTN: B. Pickerell
Don Adams

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8689

R- _____

Reported to Commission: _____

Name of Case: S.G. Groves Sons v. State

Cause of Action: Breach of contract County: Multnomah

Demands of Plaintiff: $8,506,262.40

Settlement: $ 800,000.00

REMARKS:

Description of the Case

On July 8, 1982, the Oregon State Highway Division awarded contract No. 9513 to the S.J. Groves Company of Minneapolis, Minnesota. The contract bid price was $27,581,766. The contract was the initial work to be undertaken to prepare the Banfield Transitway Corridor to receive the MAX light rail transit system. While OSHD was the construction manager and contracting party, the project was a cooperative venture planned, funded and designed by a coalition of state, federal and local government agencies, including the City of Portland, the Tri County Metropolitan Transit District (TriMet), the Oregon State Highway Division (ODOT), the Federal Highway Administration (FHWA) and the Urban Mass Transit Authority

William F. Alstock
Signature of Attorney

John R. McCulloch Jr.
Concurrence of Chief Counsel

cc: John McCulloch
M. M. Mead
~~Adele Egan~~ Gorle Elliott
Marilyn McHugh

(UMTA). The portion of the project covered by contract No. 9513 called for relocation of the Banfield Freeway between Union and 39th Streets and construction of the light rail grade between 39th and Holaday Streets. Preliminary design and location work for the project commenced in 1978. Critical funding deadlines anticipated or imposed by some of the participants made it necessary to have work on contract No. 9513 underway by the summer of 1982 with completion of the light rail grade anticipated by June 30, 1984. Highway completion was to follow a few months later. The project had a two-tiered liquidated damages provision tied to the dual completion milestones. The damages imposed for failure to complete the light rail grade anticipated loss of fare box revenue by TriMet. Highway portion liquidated damages were tied solely to continued engineering costs for project administration. (The Banfield Freeway is not a toll road.)

The project was complex. It required the creation of additional usable right of way within the narrow confines of Sullivan's Gulch. The Gulch is an erosional land feature that bisects heavily urbanized commercial, industrial and residential sections of Portland that have been built up for over 100 years. Union Pacific's Graham mainline is in the Gulch as is the major interstate highway connecting Portland with the East. Both transportation facilities had to remain in uninterrupted operation while the work was done. Requirements for continuous operation measurably increased the complexity of the work. Limited design and construction periods increased the difficulty of both the design and construction teams in dealing with the complexity that the continuous operation and narrow corridor imposed. A need to respond quickly to operational and site conditions was anticipated and both the State and the contractor should have expected a substantial number of contract changes and extra work orders to deal with site and operational conditions as well as design imperfections.

What the parties did not anticipate was that lessons learned from evolving light rail technology used in other parts of the United States would also have to be applied by change order as work progressed. In the atomic age, the intricacies of the behavior of electric current in railway systems and the effect of the current on its surroundings are still imperfectly understood. Electrical, as opposed to electronic, design is still something of a black art. Evolution of the art during construction was to cause difficulty for the parties to the contract.

The section of the project from Union Street to 39th Avenue was put out for bid in May of 1982. Bids were received July 1, 1982, a contract awarded to S.J. Groves and Sons on July 8, 1982, and signed on July 20, 1982. Work began in early August.

The contract awarded to Groves contained clauses which permitted the State to change the work, Standard Specification 104.02, and to order extra work, 104.04. In the event that occurred, provisions 109.04, 109.06 and 109.07 provided for payment while provision 108.09 concerned adjustments to contract time. The contract payment schedule was composed of both unit prices and lump sum items. Unit prices were subject to adjustment if the cost of performing the units of work was altered due to a change. Adjustments to lump sum items were more complex. During the course of the contract, changes necessitated the issuance of 91 price agreements and 40 extra work orders. The contract took about one year longer to complete than anticipated. Considering the size and the complexity of the project, the number of contract adjustments is something less than one might expect. Both the State and Groves attempted to work out claims for change and extra work as the situations arose. Groves reserved claims for impact and delay in these settlements. The State relied upon its "no damage for delay clause" as to the majority of the claims for impact.

In order to perform the work required by the contract, it was necessary to create usable right of way by constructing retaining walls to the north and south of the existing highway. Additional room resulted from changing what had formerly been a slope to a vertical face by cutting away the toe of the slope and constructing a wall to retain the natural ground to the south of the roadway and constructing walls at the toe of an existing slope and filling behind it to the north of the highway. Traffic could then be shifted within the additional road bed created to allow for the construction of pavement, railroad grade and bridges. Anything which impacted upon construction of the walls of or the pavement was likely to impact project completion. Things which did not impact timely completion of walls or paving were unlikely to have a discernible impact upon completion, unless both the delay and the impact was to work remaining after both wall and paving work was done.

In January of 1984, Groves filed a request for a time extension for 180 days of project delay for various causes

occurring prior to that date. 161 days were allowed on August 8, 1984. In January 1985, Groves made a second request for time extension for many of the same incidents as were cited in the January 1984 request. The second request was denied. On March 15, 1985, Groves presented a delay and impact claim in the amount of $3,737,019. The State assessed Groves $380,400 for damages for late completion. The parties were unable to resolve the matter and suit was filed in Multnomah County Circuit Court (Case No. A8609-05551). The Third Amended Complaint demanded damages in the amount of $5,577,877 plus interest at 1-1/2 percent monthly pursuant to ORS 279.575 from April 15, 1985, to the date of settlement or judgment. Total to date as of March 15, 1988, is computed at $8,506,262.40.

Trial preparation included organizing, cataloging and indexing 80,000 documents, taking 33 depositions, and hundreds of hours of analysis and witness interviews. To save time and money, discovery was performed on an informal basis. No motion, formal subpoenas, or document requests were employed between the parties during the entire course of the claim and litigation. Settlement discussions, including formal and informal fact presentations, were held on four separate occasions, but, failed to result in sufficient movement to induce settlement. At various times in the course of the discussions, the State offered amounts of up to $450,000 plus interest to settle (value $686,250 as of March 15, 1988). Groves offered to accept $2,200,000 including interest by January of 1988.

On March 16, 1988, the parties met with Judge Kristena La Mar of the Multnomah County Circuit Court for a judicially supervised settlement conference pursuant to UTCR 6.010(1)(g). Prior to the meeting, defendant State of Oregon considered its exposure to a judgment to be likely in the amount of $1,200,000 plus interest and settlement value of the case to be $936,000 inclusive of interest. The basis of those conclusions are discussed below. At the conclusion of the settlement conference, the parties agreed to full settlement of all matters including interest in the amount of $800,000. The settlement is advantageous to the State.

Analysis of the Case

Groves Third Amended Complaint brought four claims against the State. The claims were for breach of contract, breach of warranty, request for equitable adjustment and quantum meruit. The claim for breach of contract and the request for equitable

adjustment are virtually identical claims. The first claim claims that the State breached the contract by failing to make an equitable adjustment in the amount demanded by Groves. The third claim claims that the State improperly refused Groves an equitable adjustment which ought to be made by the court given the State's refusal. A motion to strike the claims as redundant pursuant to ORCP Rule 21E was refused by the court at the pleading stage. Renewal of the motion prior to jury instructions would likely have been successful.

Plaintiff's claim for quantum meruit was subject to a motion to dismiss based upon sovereign immunity. Or. Const. Art. IV, § 24 and a restrictive reading of ORS 30.320. The claim withstood the motion, however, a motion for directed verdict pursuant to ORCP Rule 60 and based upon Kashmir v. Patterson, 289 Or 589, 616 P.2d 468 (1980) would have eliminated the claim from jury consideration. There is simply no question that there was an express written contract between the parties. The damages claimed in quantum meruit do not differ from those claimed for breach in the first claim. The fourth claim, like the third claim, played no significant role in evaluation of the State's exposure. The second claim, breach of implied warranty is simply an alter ego to the first claim. It presents a slightly different legal theory but not a different damage claim. Under circumstances similar to plaintiff's, our courts encourage the use of a single breach of contract and a single breach of warranty claim. Seibel v. Layne and Bowler, Inc., 56 Or. App. 387, 392 n.2, 641 P.2d 668 (1982), rev. denied 293 Or. 190.

It is to the first and second claims of plaintiff's Third Amended Complaint that the remainder of this memorandum is addressed. Those claims by and large restate the contentions of Groves' March 15, 1985 claim and its January 1985 request for time extension. There is some refinement but not much.

Analysis of the Plaintiff's Case

Groves contends that the State violated its contract obligations in that the plans and specifications furnished were inaccurate and incomplete, making necessary changes and extra work which increased the length of contract performance. According to Groves, this increased home office, region and job overhead, increased labor and material costs and increased equipment costs. Groves claimed that liquidated damages were improperly withheld and that payments made by the State for

changed work did not adequately compensate it for the increased costs. In support of its contention, Groves asserted that:

(a) The State knew the project could not be completed in the time allowed unless conditions were optimum but did not tell Groves;

(b) The State failed to obtain rights of way and access from the adjacent Union Pacific Railroad in a timely manner;

(c) The State presented a staging plan for construction that failed to consider the seasons and did not fit with project designs;

(d) The State misrepresented the natural soils to be encountered; and

(e) The State presented a design not suitable for construction.

The Groves claim alleged that these five causes resulted in delay to the job with attendant costs for impact and acceleration. The State disagreed with some of the claims for legal reasons, but its primary disagreement concerned the factual relationship between the incidents identified by Groves and the monetary impact claimed for them.

Oregon law generally holds that specifications issued by an owner carry with them a warranty that if the specifications are followed, a satisfactory result will be achieved. General Construction Co. v. Oregon State Fish Commission, 260 Or. App. 577, 581, 554 P.2d 185 (1977). The classic example of such a breach in Oregon Law took place in Barbour & Son v.Highway Comm., 248 Or. 247, 433 P.2d 817 (1967). In that case, a bridge painting contract required the contractor to clean the bridge using a method called "commercial sand blasting" to remove old paint and rust. Encrustations of rust on the bridge were so formidable that the method was ineffective. Removing the rust required a "white metal blast" and "hand chipping" which was considerably more expensive and slower. The contractor sued for the extra cost and recovered. In General Construction Co. v. Oregon State Fish Commission, supra, an elevation error in the plans led to redesign of a portion of the work. The cost of the redesigned work was $19,646.00, however, the redesign caused a delay during which seasonal floods destroyed major portions of the incomplete work. The

State claimed that payment of the cost of the redesigned work was an accord and satisfaction of all claims including delay and impact claims related to the breach of warranty and subsequent redesign. The court did not agree. A judgment in the amount of $543,204 plus interest was entered against the State. The case is silent as to the presence or absence of a "no damage for delay" clause. The Groves contract had such a clause.

In the dispute between Groves and the State, there is no question that design errors breaching the warranty of the specifications did occur and were recognized by the State. These included changes to the pipe and bedding of the mainline sewer due to a failure to anticipate wall loadings on the the pipe, and changes in the area and elevation of north side walls No. 4 and No. 5 due to failure of designers to correctly establish footing elevations prior to contract. Both of these items are necessary to completion of the north side walls. to the extent the changes necessary to correct the plans delayed progress to the walls, the work was hampered. The contract and the engineer agree that 19 days of impact were suffered due to the pipe class change. The delay is allowable (i.e., it reduces liquidated damages), but is not compensable because it is concurrent with contractor caused pipe installation delays. For a delay to be compensable, Groves must establish that it was caused solely by the State. Concurrent delays are not susceptible to such proof and therefore fail the causal relationship requirement mentioned in Parker v. Harris Pine Mills, 206 Or. 187, 241 P.2d 709 (1955); White v. Bello, 276 Or. 931, 556 P.2d 1362 (1976) and Markwart v. Fry, 60 Or. App. 431, 653 P.2d 1307 (1982). In spite of the noncompensable nature of these events, a right to increase in certain lump sum bid items, i.e., Temporary Protection and Direction of Traffic may result. TP and DT is a lump sum item directly tied to allowable contract time. An increase in time although otherwise noncompensable may result in a recomputation of the lump sum as provided for in Standard Specification 109.04. The engineer did not separately consider the wall size increase in evaluating the case because the work was one of a number of price agreement and extra work items that seemed to have an aggregate effect on the time to complete the walls and paving best estimated by comparing the costs of those work items with the costs of anticipated work and relating both to time (the fractional impacts of individual PA's and EWD's otherwise becomes unwieldy).

The parties strongly disagree over Groves' allegation that the detour designs and staging were deficient. Groves claimed the design was "impossible." Impossibility requires a strong showing in Oregon. Mere difficulty or expense is insufficient to absolve one of the duty to perform. Savage v. Peter Kiewit Sons, 249 Or. 147, 432 P.2d 519 (1967), mod. 249 Or. 147, after remand 254 Or. 411. Schaefer v. Sunset Racking, 256 Or. 539, 474 P.2d 529 (1970). It was impossibility of performance of the specification as written that was at the heart of Barbour & Sons v. Highway Comm., supra, and General Construction Co. v. Oregon State Fish Commission, supra. There is no question that the method of work and substitute detour designs selected by the contractor were superior to those put in the contract by the State. The State got value for the revisions in the form of an improved pavement without midlane joints or plugs that will probably last longer than pavement constructed as the State detour plan would have required. Groves claims 117 days of compensable delay on the basis of design deficiency. The State does not concur but is willing to allow 40 days of compensable delay to reimburse Groves for value actually received from its redesign efforts. The State's project manager would testify that had Groves proposed changes that it actually made as contractor initiated changes and demanded time and compensation, he would have recommended 40 days time plus an appropriate increase in cost. This item directly effected paving and therefore did impact completion of the work.

Three additional items which merit some consideration are the corrosion control changes to walls 4 and 5, temporary surfacing for traffic staging and safety, and the increase in PCC pavement depth. The contractor suggests that all three items were changes due to deficiency in design. The State disagrees. Provision 104.02 of the contract anticipates that it is in the nature of highway work that changes will from time to time occur. The State reserves the right to change the work and such changes are binding on the contractor. Florey v. Meeker, 194 Or. 257, 240 P.2d 1177 (1952) and King v. Highland, 48 Or. App. 241, 616 P.2d 1188 (1980). The change to the corrosion control system for the walls was made at the request of TriMet. The walls were designed on a theory that required electrically linking all wall elements and collectively grounding them. Later information came to TriMet which indicated that protection from stray currents would be better if each of the panels making up the walls was electrically isolated. The change did not occur until after construction of the north side walls had begun. Walls 4 and 5 could not be started before the issue was resolved. The change itself had

nothing to do with design defects. It was simply a change in construction ordered by the State as a result of evolving technical opinion.

Temporary surfacing change (filling in wheel ruts) and the additional inch of PCC paving were also changes. Each of these changes represented a deliberate decision to change the work to obtain a benefit not desired in the previous design. Both the additional temporary surfacing and the additional white paving effected completion of the paving and therefore the job Standard Specification 109.04 provides for payment and Standard Provision 108.09(d) provides for additional time when extra work that impacts completion is ordered. The State previously paid for the cost of the work and granted the time to do it where applicable. Groves withheld claims for impact expense and time. These were not covered in the price agreements. See General Construction v. Oregon State Fish Comm., supra. The engineer estimates compensable time for the corrosion control changes to the walls at 17 days. The paving has been paid for at unit prices which included the overhead and profit usually associated with the increased quantities, however, a combined time allowance of 16 days was recommended. It appears appropriate.

There remain for discussion the cold planing of existing pavements anticipated in the contract plus miscellaneous increases in unit price work and $650,000 in paid extras not included in the contract work as bid. All of these were ordered items of extra work that consumed time. Their effect on completion of these items is problematical. It is certain there was some effect but the precise effect is not certain. Oregon law concerning damages follows the majority position that damage must be proven with certainty. Parker v. Harris Pine Mill, Inc., 206 Or. 187, 291 P.2d 709 (1955). Once the fact that damage has occurred is established, a more relaxed standard is applied as to proof of the amount of damage. Sol-O-Lite Laminating Corp. v. Allen, 223 Or. 80, 353 P.2d 843 (1960). In the case of the cold planing and the extra work, the engineer has allowed five days of noncompensable time since that was the time taken to do the work and traffic could not be accommodated before it was done. In the case of the fractional amounts on miscellaneous extra work, a formula based upon ratios of work value to time has been applied. The results are compiled in two tables attached and justify a settlement of up to $1,067,405. My prelitigation estimate of the State's likely exposure based upon the same item was $1,000,000 to $1,200,000.

Recommendation

I recommended the Division accept settlement at $800,000.

SUMMARY

An eight week trial was anticipated in this case. The $800,000 settlement was well below a contemplated OSHD offer of $996,000 and justified amount of $1,067,405 in the attached memo. It is also well below our expected litigation result. To refuse it would have been poor business judgment by ODOT. Use of the settlement conference was worthwhile in spite of some prior reservations. The technique was handled well by Judge LaMar. A different judge might well have meant a different result. Terms of the agreement have now been substantially performed and the file should be closed.

WFC/bw
8362T

Attachment

JUSTIFICATION OF SETTLEMENT UNION TO 39TH

This analysis starts with an examination of the request for equitable adjustment of time submitted with the contractor's claim. The contractor presents added arguments for time and several reasons not previously considered.

In establishing compensation for extra work, the costs of performing other bid items may be directly affected by the increases in time for completing contract work. For example, the lump sum bid item "temporary protection and direction of traffic" may be directly effected if time to complete work on the project is extended by the added work. The cost analysis attached recognizes the added costs resulting from the extended period of traffic control. This added cost is not compensated by mark-up on force work and with one exception was not recognized in establishing compensation for price agreement work.

The added time granted and identified in this analysis is divided into time for which I feel the contractor could be compensated for overhead costs and into time for which the contractor either has been compensated or is otherwise not due compensation. In the analysis one column is headed COMP and one column NON-COMP to distinguish between the two classes of time.

The TP&DT daily costs includes cost for maintaining, setting up and removal of temporary traffic control devices, operating costs for changable message signs and arrow boards and other related costs. Additional contract items for which costs could be considered include temporary illumination and temporary signals, both lump sum bid items on this contract. The illumination and signal costs are not included in the TP&DT daily costs. The TP&DT rate for non-work days is reduced, in the analysis, to 50% of the work day rate. If the temporary illumination was included, the daily rate would increase to about $995 for weekdays and $530 for non-workdays.

When delays occur, items of work are set back into higher cost periods. The contractor has indicated increased labor costs for work which shifted from prior to May 1 to after May 1, the annual date for implementing new labor contracts. The 2% claimed is due mainly to increased fringe benefits. The escalated costs are experienced each time there is an increase. We have attempt to identify the magnitude of the labor hours shifted each year by evaluating the delays recognized as the project progressed. The price for reinforcing steel and for concrete also increased during the course of the project and are included in the analysis. On other projects insurance rates also increased dramaticly and we found indications of such an increase on this project the those costs were not claimed and we could not quantify them.

The contract called for the contractor to pay RR flagging costs charged beyond a set number of days. In conjunction with the increased time previously allowed the number of state paid days was increased. A similar increase in state days for days is identified in this analysis and the amount the contractor was charged for those days recognized in the analysis.

The overhead rate used in the analysis was computed by determining the value of work the contractor would have to peform each day to complete work on time. Overhead was assumed to be 7% of that daily amount. The percentage used in the analysis is conservative and could easily be 10 to 12%. Also, in the analysis, the cost for "idled" equipment is not included and some such costs could reasonably be recognized.

RECONSIDERATION OF TIME NOT PREVIOUSLY ALLOWED —

	REQUESTED	COMP	NON-COMP	TP&DT ALLOWABLE
PIPE BEDDING CHANGE CHANGED TO CLASS "A" BEDDING, TOTAL OF 2502 LIN FT. REQUIRED 55 DAYS TO PLACE PIPE. CONTRACTOR CLAIMS SHOULD HAVE ONLY REQUIRED 36 DAYS. WE AGREE A 1/3 PRODUCTIVITY LOSS WOULD HAVE BEEN EXPECTED	19		19	19
RETAINED EARTH WALLS - CORROSION CONTROL CONTRACTOR CLAIMED COULD HAVE GOTTEN EARLIER START ON WALL # 4 IF NOT FOR CHANGE IN CORROSION PROTECTION SYSTEM. WE AGREE AND FEEL TIME IDENTIFIED AS REASONABLE	17	17		17
DETOUR DESIGN CONFLICTS CONTRACTOR CLAIMS CONFLICTS BETWEEN DETOUR STRUCTURES AND WHITE PAVING EXISTED AND REDESIGNED STRUCTURES TO ELIMINATE CONFLICT. WE AGREE AND SUGGEST A BENIFIT TO THE PROJECT BY THE REDESIGN. WE FEEL SOME RECOGNITION OF REDESIGN AND DESIGN APPROVAL IS REASONABLE. ALSO DELAY WHILE LONGITUDINAL BRACING WAS ADDED AT INSISTANCE OF THE RR	117	40		40
TEMPORARY SURFACING PAVING TO FILL IN RUTTING DONE ON EWO. ORIGINALLY WE RECOMMENDED AGAINST THIS ITEM BUT FOUND WE HAD A BAD DATE FOR OPENING TO TRAFFIC AND IT NOW APPEARS PAVING DID CAUSE DELAY	7		7	7
COLD PLANING REASONABLE TO RECOGNIZE THE 5 DAYS OF ACTUAL EXTRA WORK	5		5	5
INCREASE IN CONCRETE PAVING DEPTH WE AGREE INCREASING THE DEPTH DID SLOW PROGRESS ON THE CRCCP IN THE PA, WE INCLUDED COMPENSATION FOR 3 DAYS TP&DT. NOW FEEL DELAY MORE LIKE 9 DAYS	9		9	6
	174	57	40	94
OTHER NON RECOGNIZED ITEMS OF EXTRA WORK AND CONTRACT QUANT CHG ORIGINAL CONTRACT WORK AND TIME REQUIRED ACCOMPLISHING ABOUT $32,000 WORTH OF WORK PER DAY. OTHER NON CONSIDERED WORK INCLUDED ABOUT $650,000 IN PA AND EWOS AND REDUCTION OF ABOUT $220,000 IN BID ITEM WORK			15	15
IDENTIFIED INCREASE IN TIME WHICH COULD BE RECOGNIZED THIS ANALYS	174	57	55	109
ORIGINALLY GRANTED TIME CONSIDERED FOR TP&DT AND COMP		24		161
TIME PREVIOUSLY ALLOWED FOR TP&DT		81	55	270 3
TOTAL DAYS		81	55	273

ADDITIONAL COSTS RECOGNIZED

TP&DT	200 WORK DAYS@	926	185200

ADDITIONAL COSTS RECOGNIZED

TP&DT	200 WORK DAYS@	926	185200	
	70 NON W.D @	463	32410	
		TOTAL TP&DT		217610

TP&DT INCLUDES BID ITEMS TP&DT, TEMP SIGNING, PLASTIC MARKERS ET

ESCALATION COSTS BASED ON VARYING DELAYS MAXIMUM 273 DAYS

REBAR	34000	
LABOR	86000	
CONCRETE	7000	
		127000
TOTAL DIRECT COSTS (ESC AND TP&DT)		344610
RAILROAD FLAGGING FOR EXTENDED TIME		27000
IF LIQ DAMAGES REDUCED BY IDENTIFIED DELAYS 112DAYS @ 1200		134400
		506010

IF O'HEAD RECOGNIZED ON COMP TIME

81 DAYS @ 7%			
$33 K / DAY @ 7%	2310	187110	
			693120

CLAIM WAS FILED IN MARCH 1985 SO UP TO 36 MONTHS INTEREST
BE DUE AT UP TO 1 1/2% PER MONTH

36 MO	@	1.5% /MO	54%	
693120		1.54		1067405

1113

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-96+97	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER 8		Project Number: IX-68(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 14,259,144	$ 14,259,144	
Federal funds	$ 40,551	$ 1,396,353	(177)
	597,756	597,756	(178)
Other revisions	11,481,962	10,126,160	(580)

This modification is made for the following reasons: To deobligate Appn Code 580 funds, and obligate Appn Code 177 funds in like amounts.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of [illegible] , 19 [illegible] .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXX By FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon August 11, 1988

Federal-Aid Project No. IX-68(5)

N.E. Union-N.E. 39th Avenue Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
Roadway (Sta. "EN" 22+41.97 thru Eq. "EN" 27+82.93 = "L" 1027+82.93 to "L" 1056+00)

Subtotal as on previous estimate of June 23, 1987		$ 4,118,348.94
	Deobligation Amount	677,901.00
	Subtotal	$ 3,440,447.94
	Engineering	617,752.06
	Total	$ 4,058,200.00

Type Code Y030
Illumination (Sta. "EN" 22+41.97 thru Eq. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as estimate of July 19, 1982	$ 120,116.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982	$ 36,731.00

Type Code J000
Roadway (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982	$ 12,769,919.00

Type Code Y030
Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982	$ 427,196.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982	$ 369,393.00
Additional Item - 33rd & Broadway Traffic Signal Revision (PA #51)	43,035.00

Type Code X720, 780 & 781
Structures (See estimate of July 19, 1982)

Total same as estimate of July 19, 1982		$ 5,829,162.00
Additional Item - Repair to portions of existing structure (EWO #10)		40,000.00
	Total	$ 5,869,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of August 24, 1983 $ 5,387,311.00

Type Code X720, 780, 781 & 881 (Light Rail Transit)
Structure (See estimate of July 19, 1982)

Total same as estimate of July 19, 1984 $ 3,052,881.00

Length of Roadway ---------- 2.113 mi.
Length of Structures ---------- 0.000 mi.

Total Length 2.113 mi.

Cost of Roadway Per Mile ---------- $7,964,088.50

Work Retained in Program
(Note included in amoumts below)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$20,000.00	$65,000.00
Monolithic Sewer Repair	All Required	--	10,000.00
Connect Snitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	--	5,000.00
Emergency Maintenance (State Forces)	All Required	10,000.00	25,000.00
Restore Landscaping Luthern Church	All Required	--	3,000.00
Piling Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total	Federal Funds	UMTA Funds	State Funds	City Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00 (Subjob 011)							
Roadway	580	$ 3,938,570	$ 3,347,784	$ ---	$ 590,786	$ ---	$ ---
Illumination	580	120,116	102,098	---	18,018	---	---
Traffic Signals	580	36,731	31,221	---	5,510	---	---
Subtotals	580	$ 4,095,417	$ 3,481,103	$ -0-	$ 614,314	$ -0-	$ -0-
Subjob 012							
Roadway	177	$ 797,531	$ 677,901	$ ---	$ 119,630	$ ---	$ ---
Subtotals		$ 4,892,948	$ 4,159,004	$ -0-	$ 733,944	$ -0-	$ -0-
Sta. 1056+00 to Sta. 1134+00-Subjob 021 and 081							
Roadway	177	$ 845,238	$ 718,452	$ ---	$ 126,786	$ ---	$ ---
Roadway	178	703,243	597,756	---	105,487	---	---
Roadway	580	7,734,680	6,574,478	---	1,160,201	---	---
Roadway	---	3,486,759	---	2,963,745	523,014	---	---
Illumination	---	427,196	---	363,116	64,080	---	---
Traffic Signals	---	369,393	---	313,984	55,409	---	---
Structures	---	5,829,162	---	4,954,787	874,375	---	---
Traffic Sig. PA #51	580	43,035	36,579	---	---	6,456	---
Structures EWO #10	580	40,000	34,000	---	---	6,000	---
Subtotals		$ 19,478,706	$ 7,961,265	$ 8,595,632	$ 2,909,352	$ 12,456	$ -0-
Sta. 1056+00 to Sta. 1134+00 Light Rail Transit							
Roadway	---	$ 5,387,311	$ ---	$ 4,579,213	$ ---	$ ---	$ 808,098
Structure	---	3,052,881	---	2,594,948	---	---	457,933
Subtotals		$ 8,440,192	$ -0-	$ 7,174,161	$ -0-	$ -0-	$ 1,266,031
TOTALS		$ 32,811,846	$ 12,120,269	$ 15,769,793	$ 3,643,297	$ 12,456	$ 1,266,031

Group 1 = 34%; Group 2 = 39%; Group 3 = 24%; Group 8 = 3%
Contract No. 9513
Prefix: C09513
Prefix: C0261047

DDB:jc:bkw

9513

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER 7-124	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Multnomah
MODIFICATION NUMBER 7	7-20-87	Project Number: IX-68(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 ,1982 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 13,555,902	$ 14,259,145	
Federal funds	$ 40,551	$ 40,551	(177)
	11,481,962	11,481,962	(580)
Other revisions		597,756	(178)

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of July ,19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

* U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 23, 1987

Federal-Aid Project No. IX-68(5)

N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "EN" 22+41.97 thru Equa. Sta. "EN" 27+82.93 = Sta. "L" 1027+82.93 to Sta. "L" 1056+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cont. Reinforced Concrete Pavement	Cu. Yd.	$ 75.00	7,785	$583,875.00	9,520	$ 714,000.00
Installing 18-inch Pipe Under R.R.	Lin. Ft.	250.00	30	7,500.00	840	21,000.00
24-inch Plastic Glare Shield	Each	20.00	---	---	1,000	20,000.00
Switching Conduit Wiring, Etc. (PA #300)	Lump Sum	275,000.00	---	---	19%	52,250.00
Ramp Meter Signal Installation (PA #301)	Lump Sum	120,000.00	---	---	20%	24,000.00
Loose Riprap 12-0" (PA #4023A)	Cu. Yd.	10.30	---	---	2,600	26,780.00
Sign Bridge Maint. Wayway & Conc. Footing (PA #4033A)	Lump Sum	77,138.00	---	---	100%	77,138.00
Add Cantilever Sign & Foot L' 1032+00 (PA #4035A)	Lump Sum	13,405.03	---	---	100%	13,405.03
33rd & Broadway Rev. (PA #4051A)	Lump Sum	45,035.00	---	---	100%	43,035.00

Wall 1 Backfill Removal (FA #809)	---	---	---	---	---	11,628.66
Repair Structures @ 21st, 28th, & 33rd St. (FA #810)	---	---	---	---	---	40,000.00
Emergency Maint. (SFO #3)	---	---	---	---	---	21,750.00
Const. R.R. Access Rd. (SFO #21)	---	---	---	---	---	29,682.50
				$591,375.00		$1,094,669.19

Increase	$ 503,294.19
Subtotal from Estimate of April 8, 1985	3,615,054.75
Subtotal	$4,118,348.94
Engineering	617,752.06
Total	$4,736,101.00

Type Code Y030
Illumination (Sta. "EN" 22+41.97 thru Equa. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as Estimate of July 19, 1982 $ 120,116.00

Type Code Y033
Traffic Signals

Total same as Estimate of July 19, 1982 $ 36,731.00

Type Code J000
Roadway (Sta. 1056+00 to Sta. 1134+00)

Total same as Estimate of July 19, 1982 $12,759,919.00

Type Code Y030
Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)

Total same as Estimate of July 19, 1982 $ 427,196.00

Type Code Y033
Traffic Signals

Total same as Estimate of July 19, 1982 $ 369,393.00

Additional Item - 33rd & Broadway Traffic Signal Revision (PA #51) 43,035.00

Type Code X720, 780 & 781
Structures (See Estimate of July 19, 1982)

Total same as Estimate of July 19, 1982		$5,829,162.00
Additional Item - Repair to portions of existing structure (EWO #10)		40,000.00
	Total	$5,869,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Total same as Estimate of August 24, 1983	$5,387,311.00

Type Code X720, 780, 781 & 881 (Light Rail Transit)
Structure (See estimate of July 19, 1982)

Total asame as Estimate of July 19, 1984	$3,052,881.00

Length of Roadway ----------	2.113 mi.
Length of Structures ----------	0.000 mi.
Total Length	2.113 mi.

Cost of Roadway Per Mile ---------- $8,280,179.84

Work Retained in Program
(Note included in amounts below)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$20,000.00	$65,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Forces)	All Required	10,000.00	25,000.00
Restore Landscaping Luthern Church	All Required	---	3,000.00
Piling Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00				
Roadway	$ 4,736,101.00	$ 4,025,685.00	$ 710,415.00	$ ---
Illumination	120,116.00	102,098.00	18,018.00	---
Traf. Signals	36,731.00	31,221.00	5,510.00	---
Subtotals	$ 4,892,948.00	$ 4,159,004.00	$ 733,943.00	$ ---
Sta. 1056 to Sta. 1134				
Roadway	$12,769,919.00	$10,854,432.00	$1,915,488.00	$ ---
Illumination	427,196.00	363,116.00	64,080.00	---
Traffic Signals	369,393.00	313,984.00	55,409.00	---
Traffic Signals PA #51	43,035.00	36,579.00	---	6,456.00 (City)
Structures	5,829,162.00	4,954,787.00	874,375.00	---
Structures EWO #10 -	40,000.00	34,000.00	---	6,000.00 (City)
Subtotals	$19,478,705.00	$16,556,897.00	$2,909,352.00	$ 12,456.00
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 5,387,311.00	$ 4,579,213.00	$ ---	$ 808,098.00
Structure	3,052,881.00	2,594,948.00	---	457,933.00
Subtotals	$ 8,440,192.00	$ 7,174,161.00	$ ---	$1,266,031.00
Totals	$32,811,845.00	$27,890,062.00	$3,643,295.00	$1,278,487.00
Hwy. (FHWA)-177	47,708.00	40,551.00	7,157.00	---
Hwy. (FHWA)-580	13,508,194.00	11,481,962.00	2,013,776.00	12,456.00 (City)
Hwy. (FHWA)-178	703,243.00	597,756.00	105,487.00	---
Hwy. (UMTA)	10,112,510.00	8,595,632.00	1,516,878.00	---
LTR (UMTA)	8,440,190.00	7,174,161.00	---	1,266,029.00
Totals	$32,811,845.00	$27,890,062.00	$3,643,298.00	$1,278,485.00

Group 1 = 34%; Group 2 = 39%; Group 3 = 24%; Group 8 = 3%
Contract No. 9513
Prefix: C09513
Prefix: C0261047

RLC:me

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 25, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-68(5)
N.E. Union Ave. - N.E. 39th Ave. Section
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing appn code 178 funds. This change will require the following revisions:

1) Add Appn Code 178

Revisions in financing are as indicated on the attached agreement.

RLC:me
cc: Wayne Schulte, Region 1
Jan Henry
General Files

Form 734-3122 (1-87)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: June 23, 1987

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number N.E. Union Ave. - N.E. 39th Ave. Section, IX-68(5), in the amount shown:

Current Obligation	Present Estimate	Increase
$11,522,513.00	$12,120,269.00	$597,756.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: G. Zehner, w/attach.
W. Schulte, Region 1, w/attach.
General Files

81-125.1387

Project No.		IX Fed. Funds	Fed. Funds Collected As Of June 21, 1987	TIP
IX-323(29)	P.E.	$ 5,473,180.00	$ 5,459,470.70	$ 5,533,000.00
IX-68(1)	Air Monitor Shelter	23,379.27	23,379.27 F.V.	
IX-68(2)	R/W	8,038,963.00	7,906,184.85	8,038,963.00
IX-68(3)	Air Monitor Equip.	40,931.00	22,578.66	
IX-68(4)	Utility Adjust-ments	1,508,638.00	1,169,013.66	13,012,534.00
IX-68(5)	Union-39th	11,522,513.00	11,522,513.00 + Inc. →	(597,756.00)
IX-68(6)	39th-87th	70,703.00	56,768.97	
IX-68(7)	R.R. Protect-tive Service	UMTA		
IX-68(10)	P.E. Landscape & S. Wall	75,666.00	68,036.37	
IX-68(12)	N.E. Union-87th Landscape & S. Wall	650,512.00	- - -	
		$27,404,485.27	$26,825,701.48	$26,584,501.00

RLC:me
6/23/87

9513

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER: 5-136 ~ 6-1	U.S. Department of Transportation **Federal Highway Administration**	State: Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County: Multnomah
MODIFICATION NUMBER: 6	5-27-86	Project Number: IX-68(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 , 1982 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,555,898.00	$ 13,555,902.00
Federal funds	$ 11,522,513.00	$ 11,481,962.00 (580)
Other revisions	$ -0-	$ 40,551.00 (177)

This modification is made for the following reasons: To decrease Appn Code 580 $40,551 in federal funds and to increase Appn Code 177 in like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of MAY , 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX By For: Larry Rulien

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon May 2, 1986

Federal-Aid Project No. IX-68(5)

N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000 Roadway (Sta. "EN" 22+41.97 thru Equa. Sta. "EN" 27+82.93 = Sta. "L" 1027+82.93 to Sta. "L" 1056+00)	
Total same as estimate of April 8, 1985	$ 4,038,939.00
Type Code Y030 Illumination (Sta. "EN" 22+41.97 thru Equa. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)	
Total same as estimate of July 19, 1982	$ 120,116.00
Type Code Y033 Traffic Signals	
Total same as estimate of July 19, 1982	$ 36,731.00
Type Code J000 Roadway (Sta. 1056+00 to Sta. 1134+00)	
Total same as estimate of July 19, 1982	$12,759,919.00
Type Code Y030 Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)	
Total same as estimate of July 19, 1982	$ 427,196.00
Type Code Y033 Traffic Signals	
Total same as estimate of July 19, 1982	$ 369,393.00
Additional Item - 33rd & Broadway Traffic Signal Revision (PA #51)	$ 43,035.00

Type Code X720, 780 & 781
Structures (See estimate of July 19, 1982)

Total same as estimate of July 19, 1982	$ 5,829,162.00
Additional Item - Repair to portions of existing Str. (EWO #10)	40,000.00
Total	$ 5,869,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of August 24, 1983	$ 5,387,311.00

Type Code X720, 780, 781 & 881 (Light Rail Transit)
Structure (See estimate of July 19, 1982)

Total same as estimate of July 19, 1984	$ 3,052,881.00

Length of Roadway	2.113 mi.
Length of Structures	0.000 mi.
Total Length	2.113 mi.

Cost of Roadway Per Mile	$ 7,846,511.12

Work Retained in Program
(Note included in amounts below.)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$ 20,000.00	$ 65,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Forces)	All Required	10,000.00	25,000.00
Restore Landscaping Lutheran Church	All Required	---	3,000.00
Piling Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00				
Roadway	$ 4,038,939.00	$ 3,433.098.00	$ 605,841.00	$ ---
Illumination	120,116.00	102,098.00	18,018.00	---
Traf. Signals	30,650.00	26,052.00	4,598.00	---
Subtotals	$ 4,189,705.00	$ 3,561,248.00	$ 628,457.00	$ ---
Sta. 1056 to Sta. 1134				
Roadway	$12,769,919.00	$10,854,432.00	$ 1,915,488.00	$ ---
Illumination	427,196.00	363,116.00	64,080.00	---
Traffic Signals	369,393.00	313,984.00	55,409.00	---
Traffic Signals-PA #51	43,035.00	36,579.00	---	6,456.00 (City)
Structures	5,829,162.00	4,954,787.00	874,375.00	---
Structures-EWO #10	40,000.00	34,000.00	---	6,000.00 (City)
Subtotals	$19,478,705.00	$16,556,897.00	$ 2,909,352.00	$ 12,456.00
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 5,387,311.00	$ 4,579,213.00	$ ---	$ 808,098.00
Structures	3,052,881.00	2,594,948.00	---	457,933.00
Subtotals	$ 8,440,192.00	$ 7,174,161.00	$ ---	$1,266,031.00
Totals	$32,108,602.00	$27,292,306.00	$ 3,537,809.00	$1,278,487.00
Hwy. (FHWA)-177	47,708.00	40,551.00	7,157.00	---
Hwy. (FHWA-580)	13,508,194.00	11,481,962.00	2,013,776.00	12,456.00 (City)
Hwy. (UMTA)	10,112,510.00	8,595,632.00	1,516,878.00	---
LRT (UMTA)	8,440,190.00	7,174,161.00	---	1,266,029.00
Totals	$32,108,602.00	$27,292,306.00	$ 3,537,811.00	$1,278,485.00

Group 1: 34% Group 2: 39% Group 3: 24% Group 8: 03%
Contract No. 9513
Prefix: C09513
Prefix: C0261047

RLC:bkb

9512

TO BE COMPLETED BY FHWA		
MONTHLY TRANSACTION NUMBER	10-17	
PROJECT REPORT NUMBER		
MODIFICATION NUMBER	5	

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-27-85

Form Approved; O M B No. 04-R2089

State	OREGON
County	MULTNOMAH
Project Number	IX-68(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 ,19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,468,194	$ 13,555,898
Federal funds	$ 11,447,962	$ 11,522,513
Other revisions		

This modification is made for the following reasons: To correct computation error on June 13, 1985 estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of SEP , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By FOR: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 1 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 18, 1985

FEDERAL AID PROJECT NO. IX-68(5)

N.E. UNION AVE.-N.E. 39TH AVE. SECTION
COLUMBIA RIVER HIGHWAY
MULTOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000 ROADWAY (Sta. "EN" 22+41.97 thry Equa. Sta. "EN" 27+82.93 = Sta. "L" 1027+82.93 to Sta. "L" 1056+00)	
Total same as estimate of April 8, 1985	$ 4,038,939.00
TYPE CODE Y030 ILLUMINATION (Sta. "EN" 22+41.97 thru Equa. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)	
Total same as estimate of July 19, 1982	$ 120,116.00
TYPE CODE Y033 TRAFFIC SIGNALS	
Total same as estimate of July 19, 1982	$ 36,731.00
TYPE CODE J000 ROADWAY (Sta. 1056+00 to Sta. 1134+00)	
Total same as estimate of July 19, 1982	$12,759,919.00
TYPE CODE Y030 ROADWAY ILLUMINATION (Sta. 1056+00 to Sta. 1134+00)	
Total same as estimate of July 19, 1982	$ 427,196.00
TYPE CODE Y033 TRAFFIC SIGNALS	
Total same as estimate of July 19, 1982	$ 369,393.00
Additional Item - 33rd & Broadway Traffic Signal Revision (PA #51)	43,035.00
TYPE CODE X720, 780 & 781 STRUCTURES (See estimate of July 19, 1982)	
Total same as estimate of July 19, 1982	$ 5,829,162.00
Additional Item - Repairs to portions of existing Str. (EWO #10)	40,000.00
TOTAL	$ 5,869,162.00

TYPE CODE LIGHT RAIL TRANSIT
LIGHT RAIL (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of August 24, 1983 — $ 5,387,311.00

TYPE CODE X720, 780, 781 & 881 (LIGHT RAIL TRANSIT)
STRUCTURE (See estimate of July 19, 1982)

Total same as estimate of July 19, 1984 — $ 3,052,881.00

Length of Roadway ----------	2.113 miles
Length of Structure ----------	0.000 miles
Total Length	2.113 miles

Cost of Roadway Per Mile ------ $7,846,511.12

WORK RETAINED IN PROGRAM
(Note included in amounts below)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Requied	$ 20,000.00	$ 65,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Forces)	All Required	10,000.00	25,000.00
Restore Landscaping Lutheran Church	All Required	---	3,000.00
Piline Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	TRI-MET FUNDS
Begin Sta. to Sta, 1056+00				
Roadway	$ 4,038,939	$ 3,433,098	$ 605,841	$ ---
Illumination	120,116	102,098	18,018	---
Traffic Signals	30,650	26,052	4,598	---
SUBTOTAL	$ 4,189,705	$ 3,561,248	$ 628,457	$ ---
Sta. 1056 to Sta. 1134				
Roadway	$12,769,919	$10,854,432	$1,915,488	$ ---
Illumination	427,196	363,116	64,080	---
Traffic Signals	369,393	313,984	55,409	---

Traffic Signals-PA #51	43,035	36,579	---	6,456 (Cit
Structures	5,829,162	4,954,787	874,375	---
Structures-EWO #10	40,000	34,000	---	6,000 (Cit
SUBTOTAL	$19,478,705	$16,556,897	$2,909,352	$ 12,456
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 5,387,311	$ 4,579,213	$ ---	$ 808,098
Structures	3,052,881	2,594,948	---	457,933
SUBTOTAL	$ 8,440,192	$ 7,174,161	$ ---	$1,266,031
TOTAL	$32,108,602	$27,292,306	$3,537,809	$1,278,487
Hwy. (FHWA-580)	$13,555,898	$11,522,513	$2,013,774	$ 12,456(City
Hwy. (UMTA)	10,112,512	8,595,632	1,524,033	---
LRT (UMTA)	8,440,192	7,174,161	---	1,266,031
TOTAL	$32,108,602	$27,292,306	$3,537,809	$1,278,487

Group 1: 34%
Group 2: 39%
Group 3: 24%
Group 8: 03%
Contract No. 9513
Prefix: C09513
Prefix: C0261047

RHZ:pf

9512

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-182
PROJECT REPORT NUMBER
MODIFICATION NUMBER 57

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-17-21

Form Approved; O M B No. 04-R2089
State: OREGON
County: MULTNOMAH
Project Number: IX-68(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 ,19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,468,194.00	$ 13,508,194.00
Federal funds	$ 11,447,962.00	$ 11,481,962.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June ,19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L. Rout
for Manager, Program Section
(Title)

By FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 13, 1985

Federal Aid Project No. IX-68(5)

N.E. Union Ave. - N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "EN" 22+41.97 thru Equa. Sta. "EN" 27+82.93 = Sta. "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as estimate of April 8, 1985 $ 4,038,939.00

Type Code Y030
Illumination (Sta. "EN" 22+41.97 thru Equa. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as estimate of July 19, 1982 $ 120,116.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982 $ 36,731.00

Type Code J000
Roadway (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982 $12,769,919.00

Type Code Y030
Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982 $ 427,196.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982	$ 369,393.00
Additional Item - 33rd & Broadway Traffic Signal Revision (PA #51)	43,035.00

Type Code X720, 780 & 781
Structures (See estimate of July 19, 1982)

Total same as estimate of July 19, 1982	$ 5,829,162.00
Additional Item - Repairs to portions of existing Str. (EWO #10)	40,000.00
Total	$ 5,869,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of August 24, 1983	$ 5,387,311.00

Type Code X720, 780, 781 & 881 (Light Rail Transit)
Structure (See estimate of July 19, 1982)

Total same as estimate of July 19, 1984	$ 3,052,881.00

Length of Roadway ----------	2.113 miles
Length of Structure ---------	0.000 miles
Total Length	2.113 miles

Cost of Roadway Per Mile ---- $7,846,511.12

Work Retained in Program
(Note included in amounts below.)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$ 20,000.00	$ 65,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Force)	All Required	10,000.00	25,000.00
Restore Landscaping Luthern Church	All Required	---	3,000.00
Piline Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00				
Roadway	$ 4,038,939	$ 3,433,098	$ 605,841	$ ---
Illumination	120,116	102,098	18,018	---
Traffic Signals	30,650	26,052	4,598	
Subtotal	$ 4,189,705	$ 3,561,248	$ 628,457	$ ---
Sta. 1056 to Sta. 1134				
Roadway	$12,769,919	$10,854,432	$1,915,488	$ ---
Illumination	427,196	363,116	64,080	---
Traffic Signals	369,393	313,984	55,409	---
Traffic Signals-PA #51	43,035	36,579	---	6,456 (City)
Structures	5,829,162	4,954,787	874,375	---
Structures-EWO #10	40,000	34,000	---	6,000 (City)
Subtotal	$19,478,705	$16,556,897	$2,909,352	$ 12,456
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 5,387,311	$ 4,579,213	$ ---	$ 808,098
Structures	3,052,881	2,594,948	---	457,933
Subtotal	$ 8,440,192	$ 7,174,161	$ ---	$ 1,266,031
Total	$32,108,602	$27,292,306	$3,537,809	$ 1,278,487
Hwy. (FHWA-580)	$13,508,194	$11,481,962	$2,013,774	$ 12,456 (City)
Hwy. (UMTA)	10,160,216	8,636,183	1,524,033	---
LRT (UMTA)	8,440,192	7,174,161	---	1,266,031
Total	$32,108,602	$27,294,306	$3,537,809	$ 1,278,487

Group 1: 34%
Group 2: 39%
Group 3: 24%
Group 8: 03%
Contract No. 9513
Prefix: 26-1021
26-1047
LGB:me

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State: Oregon
MONTHLY TRANSACTION NUMBER: No transaction		County: Multnomah
PROJECT REPORT NUMBER:	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project Number: IX-68(5)
MODIFICATION NUMBER: 43		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 32,068,602.00	$ 13,468,194.00
Federal funds	$ 27,258,306.00	$ ~~11,447,964.00~~ 11,447,962.00 ow
Other revisions		

This modification is made for the following reasons:

To correct modification Number 3.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of June , 1985 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-113			State Oregon
PROJECT REPORT NUMBER			County Multnomah
MODIFICATION NUMBER 32			Project Number IX-68(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 31,839,422.00	$ 32,068,602.00
Federal funds	$ 27,063,503.00	$ 27,258,306.00
Other revisions		

This modification is made for the following reasons: to include increase of construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 8, 1985

Federal-Aid Project No. IX-68(5)

N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "EN" 22+41.97 thru Equa. Sta. "EN" 27+82.93 = Sta. "L" 1027+82.93 to Sta. "L" 1056+00)

Subtotal of previous estimate of July 19, 1982			$ 3,386,452.75
Steel Piling (OFFW #811)	All Required		$ 46,072.00
Extra Cement (OFFW *816)	All Required		69,039.00
Temp. Signing (SFO #15)	All Required		113,491.00
		Subtotal	3,615,054.75
		Engineering	423,884.25
		Total	$ 4,038,939.00

Type Code Y030
Illumination (Sta. "EN" 22+41.97 thru Equa. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as estimate of July 19, 1982 $ 120,116.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982 $ 36,731.00

Type Code J000
Roadway (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982 $ 12,769,919.00

Type Code Y030
Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982 $ 427,196.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982	$ 369,393.00
Additional Item - 33rd & Braodway Traffic Signal Revision (PA #51)	$ 43,035.00

Type Code X720, 780 & 781
Structures (See estimate of July 19, 1982)

Total same as estimate of July 19, 1982	$ 5,829,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Total same as previous estimate of August 24, 1983	$ 5,387,311.00

Type Code X720, 780, 781 & 881 (Light Rail Transit)
Structure (See estimate of July 19, 1982)

Total same as estimate of July 19, 1984	$ 3,052,881.00

Length of Roadway ----------	2.113 miles
Length of Structure ----------	0.000 miles
Total Length	2.113 miles
Cost of Roadway Per Mile	$7,846,511.12

Work Retained in Program
(Note included in amounts below.)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$ 20,000.00	$ 65,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Force)	All Required	10,000.00	25,000.00
Restore Landscaping Luthern Church	All Required	---	3,000.00
Piline Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS 85%

Description	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00				
Roadway	$ 4,038,939	$ 3,433,098	$ 605,841	$ ----
Illumination	120,116	102,098	18,018	----
Traffic Signals	30,650	26,052	4,598	----
Subtotal	$ 4,189,705	$ 3,561,248	$ 628,457	$ ----
Sta. 1056 to Sta. 1134				
Roadway	$ 12,769,919	$ 10,854,432	$ 1,915,488	$ ----
Illumination	427,196	363,116	64,080	----
Traffic Signals	369,393	313,984	55,409	----
Traffic Signals-PA #51	43,035	36,579	----	6,456 (City)
Structures	5,829,162	4,954,787	874,375	----
Subtotal	$ 19,438,705	$ 16,522,897	$ 2,909,352	$ 6,456
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 5,387,311	$ 4,579,213	$ ----	$ 808,098
Structures	3,052,881	2,594,948	----	457,933
Subtotal	$ 8,440,192	$ 7,174,161	$ ----	$ 1,266,031
Total	$ 32,068,602	$ 27,258,306	$ 3,537,809	$ 1,272,487
Hwy. (FHWA-580)	$ 13,468,194	$ 11,447,962	$ 2,013,774	$ 6,456 (City)
Hwy. (UMTA)	10,160,216	8,636,183	1,524,033	----
LRT (UMTA)	8,440,192	7,174,161	----	1,266,031
Total	$ 32,068,602	$ 27,258,306	$ 3,537,809	$ 1,272,487

Group 1 34%
Group 2 39%
Group 3 24%
Group 8 03%
Contract No. 9513
Prefix: 26-1021
DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-147	U.S. Department of Transportation Federal Highway Administration	State: Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Multnomah
MODIFICATION NUMBER 21	11-13-84	Project Number: IX-68(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 12 , 1982 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,243,684	$ 13,286,719
Federal funds	$ 11,257,131	$ 11,293,710
Other revisions		

This modification is made for the following reasons:

To include traffic signal revision work to be performed under Price Agreement No. 51.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Manager, Program Section
(Title)

By XX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 6, 1984

Federal-Aid Project No. IX-68(5)

N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. "EN" 22+41.97 thru Equa. Sta. "EN" 27+82.93 = Sta. "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as estimate of July 19, 1982 $ 3,809,759.00

Type Code Y030
Illumination (Sta. "EN" 22+41.97 thru Equa. "EN" 27+82.93 = "L" 1027+82.93 to Sta. "L" 1056+00)

Total same as estimate of July 19, 1982 $ 120,116.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982 $ 36,731.00

Type Code J000
Roadway (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982 $12,769,919.00

Type Code Y030
Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)

Total same as estimate of July 19, 1982 $ 427,196.00

Type Code Y033
Traffic Signals

Total same as estimate of July 19, 1982	$ 369,393.00
Additional Item - 33rd & Broadway Traffic Signal Revision (PA #51)	$ 43,035.00

Type Code X720, 780 & 781
Structures (See estimate of July 19, 1982)

Total same as estimate of July 19, 1982	$ 5,829,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Total same as previous estimate of August 24, 1983	$ 5,387,311.00

Type Code X720, 780, 781 & 881 (Light Rail Transit)
Structure (See estimate of July 19, 1982)

Total same as estimate of July 19, 1984	$ 3,052,881.00

Length of Roadway ---------- 2.113 miles
Length of Structures ---------- 0.000 miles
Total Length 2.113 miles

Cost of Roadway Per Mile -------- $7,846,511.12

Work Retained in Program
(Note included in amounts below.)

		Begin Sta. to Sta. 1056	Sta. 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$ 20,000.00	$ 65,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Force)	All Required	10,000.00	25,000.00
Restore Landscaping Luthern Church	All Required	---	3,000.00
Piling Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00				
Roadway	$ 3,809,759	$ 3,238,295	$ 571,464	$ ---
Illumination	120,116	102,098	18,018	---
Traffic Signals	30,650	26,052	4,598	---
Subtotal	$ 3,960,525	$ 3,366,445	$ 594,080	$ ---
Sta. 1056 to Sta. 1134				
Roadway	$ 12,769,919	$ 10,854,432	$ 1,915,488	$ ---
Illumination	427,196	363,116	64,080	---
Traffic Signals	369,393	313,984	55,409	---
Traffic Signals- PA #51	43,035	36,579	---	6,456 (City)
Structures	5,829,162	4,954,787	874,375	---
Subtotal	$ 19,438,705	$ 16,522,897	$ 2,909,352	$ 6,456
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 5,387,311	$ 4,579,213	$ ---	$ 808,098
Structures	3,052,881	2,594,948	---	457,933
Subtotal	$ 8,440,192	$ 7,174,161	$ ---	1,266,031
Total	$ 31,839,422	$ 27,063,503	$ 3,503,432	$1,272,487
Hwy. (FHWA-580)	$ 13,286,719	$ 11,293,710	$ 1,986,553	$ 6,456 (City)
Hwy. (UMTA)	10,112,511	8,595,632	1,516,879	---
LRT (UMTA)	8,440,192	7,174,161	---	1,266,031
Total	$ 31,839,422	$ 27,063,503	$ 3,503,432	$1,272,487

Group 1: 34% Group 2: 39% Group 3: 24% Group 8: 3%
Contract No. 9513
Prefix: 26-1021

WH:me

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-218	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** May 12, 1982	State: Oregon County: Multnomah Project No.: IX-68(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

N.E. Union Ave. - N.E. 39th Ave. (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-18-82	2.113

OTHER *(Specify)*

PRO RATA 85%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,501,199.00	$ 11,476,019.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By _____

Program Management Engineer
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By _____

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Administrator)
For: Dale E. Stiffen

Date executed by Division Administrator _____

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 19, 1982

Federal Aid Project
No. 1X-68(5)

N.E. Union Ave.-N.E. 39th Ave. Section
Columbia River Highway
Multnomah County

Project Agreement Estimate

Type Code J000
Roadway (Sta. "EN" 22+41.97 thru Eq. Sta. "EN" 27+82.93 Bk. = Sta. "L" 1027+82.93 Ah. to Sta. "L" 1056+00)

Mobilization	(25%) All Required		$ 121,752.25
Temporary Protection and Direction of Traffic	(25%) All Required		25,000.00
Temporary Signs	323 Sq.Ft.	26.00	8,398.00
Temporary Barricades	18 Each	150.00	2,700.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	450 Lin.Ft.	4.50	2,025.00
Temporary Concrete Barriers, Reflectorized	6,100 Lin.Ft.	25.00	152,500.00
Moving Temporary Concrete Barriers	3,600 Lin.Ft.	2.40	8,640.00
Temporary Plastic Safety Markers	15 Each	100.00	1,500.00
Sequential Arrow Signs	1 Each	5,000.00	5,000.00
Portable Changeable Message Signs	1 Each	12,000.00	12,000.00
Temporary Illumination	(25%) All Required		58,750.00
Flagmen	1,000 Hour	24.00	24,000.00
Straw Bale Sediment Barrier	150 Lin.Ft.	4.00	600.00
Temporary Sediment Fence	200 Lin.Ft.	6.00	1,200.00
Temporary Slope Drains	50 Lin.Ft.	9.00	450.00
Temporary Sediment Basins	3 Each	50.00	150.00
Clearing and Grubbing	(25%) All Required		8,750.00
Removal of Structures and Obstructions	(5%) All Required		5,250.00
Ditch Excavation	3 Cu.Yd.	20.00	60.00
Embankment Foundation Excavation	1,350 Cu.Yd.	3.50	4,725.00
General Excavation	11,250 Cu.Yd.	3.00	33,750.00
Trench Excavation	9,615 Cu.Yd.	8.20	78,843.00
Finishing Roadbed and Slopes	(20%) All Required		4,000.00
Watering	60 M-Gal.	20.00	1,200.00
1 1/2"-0 Aggregate Base	6,585 Ton	7.20	47,412.00
Treated Base Mixture	7,050 Ton	10.00	70,500.00
Cement in Treated Base Mixture	390 Ton	75.00	29,250.00
Class "B" Asphalt Concrete Mixture	12,180 Ton	19.40	236,292.00
Asphalt Cement in Mixture	570 Ton	164.00	93,480.00
Asphalt in Tack Coat	8 Ton	290.00	2,320.00
Continuously Reinforced Concrete Pavement	7,785 Cu.Yd.	75.00	583,875.00
Reinforced Concrete Pavement	105 Cu.Yd.	175.00	18,375.00
Pavement Terminal Anchors	144 Lin.Ft.	150.00	21,600.00
Terminal Expansion Joints	85 Lin.Ft.	200.00	17,000.00
12-inch Half-Circle Pipe	60 Lin.Ft.	10.00	600.00

Oregon State Highway Division
Salem, Oregon, July 19, 1982

Federal Aid Project
No. 1X-68(5)

8-inch Culvert Pipe	120	Lin.Ft.	8.30	$ 996.00
8-inch Sewer Pipe	52	Lin.Ft.	10.00	520.00
12-inch Sewer Pipe	128	Lin.Ft.	11.00	1,408.00
15-inch Sewer Pipe	290	Lin.Ft.	15.00	4,350.00
18-inch Sewer Pipe	150	Lin.Ft.	16.00	2,400.00
30-inch Sewer Pipe	130	Lin.Ft.	34.00	4,420.00
Extra for Pipe Under Pavement	205	Lin.Ft.	12.00	2,460.00
Portland Cement Concrete in Sewers	5	Cu.Yd.	90.00	450.00
Bedding Material	25	Cu.Yd.	16.00	400.00
Installing 18-inch Pipe Under Railroad	30	Lin.Ft.	250.00	7,500.00
Installing 42-inch Pipe Under Railroad	180	Lin.Ft.	320.00	57,600.00
Manhole, 10 Feet or Less Deep	1	Each	2,000.00	2,000.00
Manhole W/G-2 Inlet, 10 to 15 Feet Deep	1	Each	2,800.00	2,800.00
Diversion Manholes	1	Each	6,000.00	6,000.00
Offset Manholes	1	Each	7,000.00	7,000.00
Concrete Inlets, Type G-2	12	Each	405.00	4,860.00
Concrete Inlets, Type D	3	Each	505.00	1,515.00
8-inch Drain Pipe	3,460	Lin.Ft.	5.00	17,300.00
Filter Fabric	200	Sq.Yd.	4.00	800.00
Gravel in Drains	550	Cu.Yd.	20.00	11,000.00
CL-6 Chain Link Fence	6,670	Lin.Ft.	6.50	43,355.00
4-inch Concrete Surfacing	80	Sq.Yd.	8.70	696.00
Concrete Curbs, Type B-1 Modified	1,125	Lin.Ft.	2.90	3,262.50
Concrete Curbs, Type G-1 Modified	30	Lin.Ft.	3.80	114.00
Concrete Barrier, Standard	12,825	Lin.Ft.	13.00	166,725.00
Drainage Curbs	2,290	Lin.Ft.	2.10	4,809.00
Adjusting Manholes	7	Each	150.00	1,050.00
Reconstructing Concrete Manholes	1	Each	500.00	500.00
Adjusting Inlets	12	Each	100.00	1,200.00
Roadside Seeding and Mulching	1	Acre	1,400.00	1,400.00
Furnishing and Planting Vines	3,100	Each	0.45	1,395.00
Bark Mulch	10	Unit	95.00	950.00
Mono-Directional Crystal Type I Markers	370	Each	3.00	1,110.00
White Type II Markers	1,480	Each	2.00	2,960.00
Retaining Wall No. 1		All Required		650,000.00
Retaining Wall No. 2		All Required		325,000.00
Retaining Wall No. 3		All Required		20,000.00
Retaining Wall No. 8		All Required		240,000.00
Sign Support Footings	(10%)	All Required		4,000.00
Cantilever Sign Structure, Sta. "L" 1040+00 Lt.		All Required		9,000.00
Sign Illumination Equipment	(15%)	All Required		2,250.00
				$3,297,502.75

Oregon State Highway Division
Salem, Oregon, July 19, 1982

Federal Aid Project
No. 1X-68(5)

Anticipated Items			
Extra Cement and Additives	All Required		$ 30,000.00
Railroad Protective Cost	All Required		4,000.00
Temporary Signing	All Required		35,000.00
Permanent Pavement Striping	All Required		700.00
Temporary Pavement Striping	All Required		3,400.00
Remove Pavement Striping	All Required		2,000.00
Remove HOV Signing and Striping	All Required		350.00
On-the-job Trainees ($0.80 x 4,375 hrs)	All Required		3,500.00
Cold Planing High Spots Existing Pavement	All Required		10,000.00
			$ 88,950.00
	Subtotal		$3,386,452.75
	Engineering		423,306.25
	Total		$3,809,759.00

Type Code Y030
Roadway Illumination (Sta. "EN" 22+41.97 thru Eq. "EN" 27+82.93 Bk. = Sta. "L" 1027+82.93 Ah. to Sta. "L" 1056+00)

Remove Light Poles	11	Each	220.00	$ 2,420.00
Pole Foundations	(36%)	All Required		23,400.00
Roadway Lighting Poles and Arms	(23%)	All Required		23,000.00
Luminaires, Lamps and Ballast	(19%)	All Required		5,700.00
Switching, Conduit, Wiring, Etc.	(19%)	All Required		52,250.00
		Subtotal		$ 106,770.00
		Engineering		13,346.00
		Total		$ 120,116.00

Type Code Y033
Traffic Signals

Ramp Meter Signal Installation	(20%)	All Required	$ 24,000.00
Ramp Meter Signal Software Program for Single Ramp	(33%)	All Required	1,650.00
Traffic Analysis Program	(25%)	All Required	5,000.00
			$ 30,650.00
Anticipated Items Signal Controller Testing		All Required	$ 2,000.00
			$ 2,000.00
		Subtotal	$ 32,650.00
		Engineering	4,081.00
		Total	$ 36,731.00

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Type Code J000
Roadway (Sta. 1056+00 to Sta. 1134+00)

Mobilization	(55%)	All Required		$ 267,854.95
Temporary Protection and Direction of Traffic	(55%)	All Required		55,000.00
Temporary Signs	970	Sq.Ft.	26.00	25,220.00
Temporary Barricades	52	Each	150.00	7,800.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	910	Lin.Ft.	4.50	4,095.00
Temporary Concrete Barriers, Reflectorized	12,400	Lin.Ft.	25.00	310,000.00
Moving Temporary Concrete Barriers	14,420	Lin.Ft.	2.40	34,608.00
Temporary Plastic Safety Markers	60	Each	100.00	6,000.00
Sequential Arrow Signs	3	Each	5,000.00	15,000.00
Portable Changeable Message Signs	1	Each	12,000.00	12,000.00
Temporary Illumination	(55%)	All Required		129,250.00
Temporary Traffic Signal Installation		All Required		25,000.00
Flagmen	5,600	Hour	24.00	134,400.00
Straw Bale Sediment Barrier	600	Lin.Ft.	4.00	2,400.00
Temporary Sediment Fence	800	Lin.Ft.	6.00	4,800.00
Temporary Slope Drains	200	Lin.Ft.	9.00	1,800.00
Temporary Sediment Basins	7	Each	50.00	350.00
Clearing and Grubbing	(45%)	All Required		15,750.00
Removal of Structures and Obstructions	(75%)	All Required		78,750.00
Ditch Excavation	7	Cu.Yd.	20.00	140.00
General Excavation	142,670	Cu.Yd.	3.00	428,010.00
Trench Excavation	27,750	Cu.Yd.	8.20	227,550.00
Finishing Roadbed and Slopes	(60%)	All Required		12,000.00
Watering	1,240	M-Gal.	20.00	24,800.00
1 1/2"-0 Aggregate Base	15,915	Ton	7.20	114,588.00
3/4"-0 Aggregate Base	500	Ton	8.70	4,350.00
Treated Base Mixture	44,950	Ton	10.00	449,500.00
Cement in Treated Base Mixture	2,470	Ton	75.00	185,250.00
Class "B" Asphalt Concrete Mixture	36,320	Ton	19.40	704,608.00
Asphalt Cement in Mixture	2,330	Ton	164.00	382,120.00
Asphalt in Tack Coat	17	Ton	290.00	4,930.00
Continuously Reinforced Concrete Pavement	21,615	Cu.Yd.	75.00	1,621,125.00
12-inch Half-Circle Pipe	140	Lin.Ft.	10.00	1,400.00
8-inch Culvert Pipe	160	Lin.Ft.	8.30	1,328.00
8-inch Sewer Pipe	293	Lin.Ft.	10.00	2,930.00
12-inch Sewer Pipe	206	Lin.Ft.	11.00	2,266.00
15-inch Sewer Pipe	8,665	Lin.Ft.	15.00	129,975.00
18-inch Sewer Pipe	305	Lin.Ft.	16.00	4,880.00

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24-inch Sewer Pipe	640 Lin.Ft.	24.00	$ 15,360.00
36-inch Sewer Pipe	3,820 Lin.Ft.	42.00	160,440.00
42-inch Sewer Pipe	6,300 Lin.Ft.	58.00	365,400.00
48-inch Sewer Pipe	2,460 Lin.Ft.	70.00	172,200.00
14-inch Ductile Iron Pipe	256 Lin.Ft.	26.00	6,656.00
Extra for Pipe Under Pavement	2,765 Lin.Ft.	12.00	33,180.00
Portland Cement Concrete in Sewers	30 Cu.Yd.	90.00	2,700.00
Bedding Material	160 Cu.Yd.	16.00	2,560.00
Installing 18-inch Pipe Under Railroad	275 Lin.Ft.	250.00	68,750.00
Manhole, 10 Feet or Less Deep	15 Each	2,000.00	30,000.00
Manhole W/G-2 Inlet, 10 Feet or Less Deep	27 Each	2,400.00	64,800.00
Manhole W/G-2MA Inlet, 10 Feet or Less Deep	2 Each	2,400.00	4,800.00
Manhole, 10 to 15 Feet Deep	5 Each	3,000.00	15,000.00
Manhole W/G-2 Inlet, 10 to 15 Feet Deep	10 Each	2,800.00	28,000.00
Manhole, 15 to 20 Feet Deep	2 Each	2,500.00	5,000.00
Manhole W/G-2 Inlet, 15 to 20 Feet Deep	7 Each	2,900.00	20,300.00
Manhole W/G-2MA Inlet, 15 to 20 Feet Deep	1 Each	3,100.00	3,100.00
Manhole, 20 to 25 Feet Deep	1 Each	3,600.00	3,600.00
Manhole W/G-2 Inlet, 20 to 25 Feet Deep	5 Each	3,400.00	17,000.00
Manhole W/G-2MA Inlet, 20 to 25 Feet Deep	1 Each	4,000.00	4,000.00
Manhole Over 25 Feet Deep	1 Each	4,000.00	4,000.00
Manhole W/G-2 Inlet Over 25 Feet Deep	7 Each	5,000.00	35,000.00
Special Drop Manhole	2 Each	6,000.00	12,000.00
Slope Protector	1 Each	500.00	500.00
Concrete Inlets, Type G-2	32 Each	405.00	12,960.00
Concrete Inlets, Type G-2 Modified	19 Each	525.00	9,975.00
Concrete Inlets, Type G-2MA	2 Each	565.00	1,130.00
Concrete Inlets, Type P	27 Each	385.00	10,395.00
Concrete Inlets, Type B	8 Each	410.00	3,280.00
Concrete Inlets, Type D	7 Each	505.00	3,535.00
Concrete Junction Box	1 Each	400.00	400.00
8-inch Drain Pipe	14,740 Lin.Ft.	5.00	73,700.00
Filter Fabric	400 Sq.Yd.	4.00	1,600.00
Gravel in Drains	2,150 Cu.Yd.	20.00	43,000.00
Guard Rail, Type 1	280 Lin.Ft.	7.50	2,100.00
Guard Rail, Type 2A	875 Lin.Ft.	9.00	7,875.00
Guard Rail Anchors, Type 1	6 Each	300.00	1,800.00
Rail End Pieces, Type C	21 Each	85.00	1,785.00
CL-4 Chain Link Fence	200 Lin.Ft.	5.50	1,100.00
CL-6 Chain Link Fence	8,300 Lin.Ft.	6.50	53,950.00
3'x72" Chain Link Single Gates	2 Each	250.00	500.00

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Concrete Walks	2,175 Sq.Yd.	9.80	$ 21,315.00
Concrete Driveways	320 Sq.Yd.	10.60	3,392.00
4-inch Concrete Surfacing	1,670 Sq.Yd.	8.70	14,529.00
Concrete Curbs, Type A	60 Lin.Ft.	4.10	246.00
Concrete Curbs, Type C	6,250 Lin.Ft.	2.90	18,125.00
Concrete Curbs, Type G	80 Lin.Ft.	3.80	304.00
Concrete Curbs, Type B-1 Modified	4,555 Lin.Ft.	2.90	13,209.50
Concrete Curbs, Type G-1 Modified	30 Lin.Ft.	3.80	114.00
Extra for Asphalt Approaches	5 Each	145.00	725.00
Concrete Barrier, Standard	12,760 Lin.Ft.	13.00	165,880.00
Concrete Barrier, Nonstandard	1,430 Lin.Ft.	40.00	57,200.00
Temporary Concrete Barrier	1,400 Lin.Ft.	11.50	16,100.00
Drainage Curbs	4,160 Lin.Ft.	2.10	8,736.00
Delineators, Type 2	20 Each	18.00	360.00
Capping Manholes	10 Each	300.00	3,000.00
Adjusting Manholes	9 Each	150.00	1,350.00
Reconstructing Concrete Manholes	8 Each	500.00	4,000.00
Adjusting Inlets	6 Each	100.00	600.00
Roadside Seeding and Mulching	2 Acre	1,400.00	2,800.00
Furnishing and Planing Vines	35,900 Each	0.45	16,155.00
Bark Mulch	120 Units	95.00	11,400.00
24-inch Plastic Glare Shield Blades	3,230 Each	20.00	64,600.00
Reflectors	850 Each	8.00	6,800.00
Mono-Directional Crystal Type I Markers	930 Each	3.00	2,790.00
White Type II Markers	3,720 Each	2.00	7,440.00
Impact Attenuator, Hi-Dro Cushion Cluster Unit	2 Each	22,000.00	44,000.00
Impact Attenuator, Hi-Dro Cushion Cells	2 Each	15,000.00	30,000.00
Impact Attenuator, G-R-E-A-T System	1 Each	11,000.00	11,000.00
Retaining Wall No. 9	All Required		220,000.00
Retaining Wall No. 10	All Required		200,000.00
Retaining Wall No. 13	All Required		150,000.00
Retaining Wall No. 15	All Required		320,000.00
Retaining Wall No. 16	All Required		230,000.00
Retaining Wall No. 17	All Required		230,000.00
Retaining Wall No. 18	All Required		35,000.00
Retaining Wall No. 19	All Required		225,000.00
Retaining Wall No. 20	All Required		270,000.00
Retaining Wall No. 23	All Required		120,000.00
Retaining Wall No. 24	All Required		110,000.00
Walls 6, 7, 11, 12, 14, 21, 22 28 thru 38	(75%) All Required		345,000.00
Shoring, Cribing, Etc.	9,600 Cu.Yd.	12.00	115,200.00
Structure Excavation for Walls	4,990 Cu.Yd.	20.00	99,800.00
Special Wall Backfill			

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Concrete in Retaining Walls	4,885 Cu.Yd.	140.00	$ 683,900.00
Reinforcement in Retaining Walls	419,000 Lb.	0.41	171,790.00
Sound Wall No. 25	All Required		100,000.00
Walls 26 and 27			
Structure Excavation for Sound Walls	155 Cu.Yd.	12.00	1,860.00
Concrete in Sound Walls	310 Cu.Yd	375.00	116,250.00
Reinforcement in Sound Walls	21,400 Lb.	0.40	8,560.00
Removal of Existig Sign Installations	All Required		4,000.00
Sign Support Footings	(90%) All Required		36,000.00
Cantilever Sign Structure, Sta. "L" 1059+60 Lt.	All Required		7,000.00
Cantilever Sign Structure, Sta. "L" 1100+90 Rt.	All Required		5,500.00
Cantilever Sign Structure, Sta. "BT2" 1107+50 Rt.	All Required		12,000.00
Cantilever Sign Structure, Sta. "LS" 1115+50 Rt.	All Required		8,500.00
Cantilever Sign Structure, Sta. "BN" 1128+00 Lt.	All Required		8,500.00
Cantilever Sign Structure, Sta. "HAL" 87+90 Rt.	All Required		10,500.00
Cantilever Sign Structure, Sta. "HAL" 89+64 Lt.	All Required		12,000.00
Structure Mounts	All Required		31,000.00
Special Post Sign Support	All Required		900.00
Sign Illumination Equipment	(85%) All Required		12,750.00
			$11,159,439.45
Anticipated Items			
Repair Concrete on Existing Streets	All Required		$ 40,000.00
Railroad Protective Cost	All Required		85,950.00
Permanent Pavement Striping	All Required		8,000.00
Temporary Pavement Striping	All Required		7,000.00
Remove Pavement Striping	All Required		4,000.00
Remove HOV Signing and Striping	All Required		650.00
On-the-job Trainees ($0.80 x 7,500)	All Required		6,000.00
Cold Planing High Spots of Existing Pavement	All Required		40,000.00
			$ 191,600.00
	Subtotal		$11,351,039.45
	Engineering		1,418,879.55
	Total		$12,769,919.00

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Type Code Y030
Roadway Illumination (Sta. 1056+00 to Sta. 1134+00)

Remove Light Poles		64 Each	220.00	$ 14,080.00
Pole Foundations	(64%)	All Required		41,600.00
Roadway Lighting Poles and Arms	(77%)	All Required		77,000.00
Luminaires, Lamps and Ballasts	(81%)	All Required		24,300.00
Switching, Conduit, Wiring, Etc.	(81%)	All Required		222,750.00
		Subtotal		$ 379,730.00
		Engineering		47,466.00
		Total		$ 427,196.00

Type Code Y033
Traffic Signals

Ramp Meter Signal Installation	(80%)	All Required		$ 96,000.00
Ramp Meter Signal Software Program for Dual Ramps		All Required		7,000.00
Ramp Meter Signal Software Program for Single Ramps	(67%)	All Required		3,350.00
Traffic Signal Installation, Complete		All Required		200,000.00
Traffic Analysis Program	(75%)	All Required		15,000.00
				$ 321,350.00

Anticipated Items
Signal Controller Testing — All Required — $ 7,000.00
$ 7,000.00

Subtotal		$ 328,350.00
Engineering		41,043.00
Total		$ 369,393.00

Type Code X780
N.E. 21st. Ave. U'xing (Bridge No. 7035B)

Detour Structure, 21st. Avenue	(81%)	All Required		$ 283,500.00
Removal of Bridge No. 7035	(81%)	All Required		40,500.00
Shoring, Cribbing, Etc.	(81%)	All Required		40,500.00
Structure Excavation		475 Cu.Yd.	12.00	5,700.00
Structure Excavation Below Elevations Shown		25 Cu.Yd.	4.00	100.00
Special Wall Backfill		89 Cu.Yd.	23.00	2,047.00
Furnish Pile Driving Equipment	(81%)	All Required		81,000.00
Furnish HP 10x42 Steel Piling		931 Lin.Ft.	18.00	16,758.00
Drive Steel Piles		931 Lin.Ft.	8.00	7,448.00
Structural Concrete, Class 3300	(87%)	All Required		95,700.00

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Structural Concrete, Class 4000	(81%) All Required			$ 19,440.00
Structural Concrete, Class 4500	(81%) All Required			27,540.00
Structural Concrete, Class 5000	(83%) All Required			4,980.00
4'x40'/45' Prestressed Slabs	4 Each	3,000.00		12,000.00
4'x45'/50' Prestressed Slabs	4 Each	3,200.00		12,800.00
4'x60'/65' Prestressed Slabs	23 Each	4,100.00		94,300.00
Reinforcement	(84%) All Required			52,080.00
Reinforced Concrete Bridge End Panels	182 Sq.Yd.	50.00		9,100.00
Three Tube Steel Railing	690 Lin.Ft.	44.00		30,360.00
Concrete Slope Paving	183 Sq.Yd.	28.00		5,124.00
Berm Paving	33 Sq.Yd.	25.00		825.00
Slope Paving Curb	54 Lin.Ft.	8.00		432.00
1-inch Electrical Conduit	398 Lin.Ft.	5.50		2,189.00
1 1/2-inch Electrical Conduit	49 Lin.Ft.	7.00		343.00
CL-10R Chain Link Fence, Modified	461 Lin.Ft.	22.00		10,142.00
4'-0" Splash Board	120 Lin.Ft.	44.00		5,280.00
Membrane Waterproofing	850 Sq.Yd.	3.00		2,550.00
				$ 862,738.00

Type Code X780
N.E. 28th Ave. U'xing (Bridge No. 7034C)

Removal of Bridge No. 7034	(74%) All Required			$ 37,000.00
Shoring, Cribbing, Etc.	(74%) All Required			14,800.00
Structure Excavation	137 Cu.Yd.	14.00		1,918.00
Structure Excavation Below Elevations Shown	7 Cu.Yd.	12.00		84.00
Furnish Pile Driving Equipment	(74%) All Required			74,000.00
Furnish HP 10x57 Steel Piling	1,420 Lin.Ft.	18.50		26,270.00
Drive Steel Piles	1,375 Lin.Ft.	8.00		11,000.00
Structural Concrete, Class 3300	(81%) All Required			110,970.00
Structural Concrete, Class 4000	(73%) All Required			9,490.00
Structural Concrete, Class 4500	(73%) All Required			2,920.00
4'x35'/40' Prestressed Slabs	4 Each	2,500.00		10,000.00
4'x40'/45' Prestressed Slabs	6 Each	2,800.00		16,800.00
4'x50'/55' Prestressed Slabs	10 Each	3,500.00		35,000.00
4'x60'/65' Prestressed Slabs	10 Each	4,100.00		41,000.00
Reinforcement	(80%) All Required			25,600.00
Three Tube Steel Railing	1,120 Lin.Ft.	44.00		49,280.00
1-inch Electrical Conduit	1,270 Lin.Ft.	5.50		6,985.00
CL-10R Chain Link Fence, Modified	415 Lin.Ft.	22.00		9,130.00
4'-0" Splash Board	177 Lin.Ft.	44.00		7,788.00
Membrane Waterproofing	540 Sq.Yd.	3.00		1,620.00
				$ 491,655.00

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Type Code X780
Doernbecker Access Rd. O'xing (Bridge No. 7981A)

Removal of Bridge No. 7981	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		13,000.00
Structure Excavation	220 Cu.Yd.	12.00	2,640.00
Structural Concrete, Class 3300	All Required		23,000.00
Structural Concrete, Class 4500	All Required		14,000.00
4'x55'/60' Prestressed Slabs	3 Each	3,800.00	11,400.00
Reinforcement	All Required		9,800.00
Coated Reinforcement	All Required		3,400.00
1 1/4-inch Electrical Conduit	65 Lin.Ft.	8.00	520.00
Membrane Waterproofing	95 Sq.Yd.	3.00	285.00
			$ 79,045.00

Type Code X781
N.E. 33rd Ave. U'xing & On-Ramp (Bridge No. 7025B)

Detour Structure, 33rd Avenue	(67%) All Required		$ 234,500.00
Removal of Bridge No. 7025A	(67%) All Required		53,600.00
Shoring, Cribbing, Etc.	(67%) All Required		23,450.00
Structure Excavation	1,358 Cu.Yd	12.00	16,296.00
Structure Excavation Below Elevations Shown	70 Cu.Yd.	4.00	280.00
Special Wall Backfill	472 Cu.Yd.	23.00	10,856.00
Structural Concrete, Class 3300	(70%) All Required		266,000.00
Structural Concrete, Class 4000	(66%) All Required		69,960.00
Structural Concrete, Class 4500	(67%) All Required		46,900.00
4'x80'/85' Prestressed Box Beams	20 Each	6,800.00	136,000.00
Reinforcement	(67%) All Required		117,250.00
Coated Reinforcement	(69%) All Required		20,010.00
Reinforced Concrete Bridge End Panels	155 Sq.Yd.	50.00	7,750.00
Two Tube Steel Railing	147 Lin.Ft.	34.00	4,998.00
Three Tube Steel Railing	295 Lin.Ft.	44.00	12,980.00
1-inch Electrical Conduit	453 Lin.Ft.	5.00	2,265.00
2-inch Electrical Conduit	573 Lin.Ft.	8.00	4,584.00
6-inch Standard Steel Pipe	7 Lin.Ft.	16.00	112.00
8-inch Standard Steel Pipe	43 Lin.Ft.	18.00	774.00
CL-7.5R Chain Link Fence, Modified	56 Lin.Ft.	21.00	1,176.00
CL-10R Chain Link Fence, Modified	254 Lin.Ft.	22.00	5,588.00
2'-6" Splash Board	60 Lin.Ft.	30.00	1,800.00
4'-0" Splash Board	40 Lin.Ft.	44.00	1,760.00
Membrane Waterproofing	1,380 Sq.Yd.	3.00	4,140.00
			$1,046,029.00

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Type Code X781
N.E. Sandy Blvd. Hwy. U'xing (Bridge No. 7026A)

Detour Structure, Sandy Blvd.	(57%)	All Required		$ 256,500.00
Removal of Bridge No. 7026	(57%)	All Required		45,600.00
Shoring, Cribbing, Etc.	(57%)	All Required		42,750.00
Structure Excavation	2,143	Cu.Yd.	12.00	25,716.00
Structure Excavation Below Elevations Shown	80	Cu.Yd.	4.00	320.00
Special Wall Backfill	584	Cu.Yd.	23.00	13,432.00
Structural Concrete, Class 3300	(57%)	All Required		179,550.00
Structural Concrete, Class 4000	(57%)	All Required		74,100.00
Structural Concrete, Class 4500	(57%)	All Required		300,390.00
Expansion Joint, Type 200	91	Lin.Ft.	100.00	9,100.00
4'x40'/45' Prestressed Box Beams	11	Each	3,600.00	39,600.00
4'x65'/70' Prestressed Box Beams	11	Each	5,600.00	61,600.00
4'x70'/75' Prestressed Box Beams	4	Each	6,000.00	24,000.00
4'x75'/80' Prestressed Box Beams	6	Each	6,400.00	38,400.00
4'x80'/85' Prestressed Box Beams	1	Each	6,900.00	6,900.00
Reinforcement	(57%)	All Required		168,150.00
Coated Reinforcement	(57%)	All Required		82,080.00
Reinforced Concrete Bridge End Panels	166	Sq.Yd.	50.00	8,300.00
Two Tube Steel Railing	111	Lin.Ft.	34.00	3,774.00
Three Tube Steel Railing	163	Lin.Ft.	44.00	7,172.00
3/4-inch Electrical Conduit	111	Lin.Ft.	5.00	555.00
1-inch Electrical Conduit	1,066	Lin.Ft.	5.00	5,330.00
2-inch Electrical Conduit	559	Lin.Ft.	9.00	5,031.00
6-inch Standard Steel Pipe	15	Lin.Ft.	16.00	240.00
8-inch Standard Steel Pipe	82	Lin.Ft.	18.00	1,476.00
CL-10R Chain Link Fence, Modified	161	Lin.Ft.	22.00	3,542.00
4'-0" Splash Board	45	Lin.Ft.	44.00	1,980.00
Membrane Waterproofing	772	Sq.Yd.	3.00	2,316.00
				$1,407,904.00

Type Code X720
N.E. 39th Ave. U'xing (Bridge No. 7042B)

Detour Structure, 39th Avenue	(84%)	All Required		$ 319,200.00
Removal of Bridge No. 7042	(84%)	All Required		109,200.00
Shoring, Cribbing, Etc.	(84%)	All Required		42,000.00
Structure Excavation	2,267	Cu.Ft.	12.00	27,204.00
Structure Excavation Below Elevations Shown	115	Cu.Yd.	4.00	460.00
Special Wall Backfill	882	Cu.Yd.	23.00	20,286.00
Structural Concrete, Class 3300	(84%)	All Required		165,480.00
Structural Concrete, Class 4000	(84%)	All Required		89,880.00
4'x35'/40' Prestressed Slabs	8	Each	2,500.00	20,000.00
4'x40'/45' Prestressed Slabs	32	Each	2,800.00	89,600.00
4'x45'/50' Prestressed Slabs	12	Each	3,100.00	37,200.00

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4'x50'/55' Prestressed Slabs	24	Each	3,400.00	$ 81,600.00
4'x55'/60' Prestressed Slabs	19	Each	3,800.00	72,200.00
4'x60'/65' Prestressed Slabs	19	Each	4,100.00	77,900.00
Reinforcement	(84%)	All Required		75,600.00
Reinforced Concrete Bridge End Panels	345	Sq.Yd.	50.00	17,250.00
Three Tube Steel Railing	489	Lin.Ft.	44.00	21,516.00
1-inch Electrical Conduit	1,067	Lin.Ft.	7.00	7,469.00
2-inch Electrical Conduit	268	Lin.Ft.	10.00	2,680.00
CL-10R Chain Link Fence, Modified	489	Lin.Ft.	22.00	10,758.00
Membrane Waterproofing	2,208	Sq.Yd.	3.00	6,624.00
				$1,294,107.00
		Subtotal		$5,181,478.00
		Engineering		647,684.00
		Total		$5,829,162.00

Type Code Light Rail Transit
Light Rail (Sta. 1056+00 to Sta. 1134+00)

Mobilization	(20%)	All Required		$ 97,401.80
Temporary Protection and Direction of Traffic	(20%)	All Required		20,000.00
Temporary Signs	325	Sq.Ft.	26.00	8,450.00
Temporary Barricades	18	Each	150.00	2,700.00
Temporary Continuous Rail Traffic Barriers, Reflectorized	340	Lin.Ft.	4.50	1,530.00
Temporary Concrete Barriers, Reflectorized	4,625	Lin.Ft.	25.00	115,625.00
Moving Temporary Concrete Barriers	4,505	Lin.Ft.	2.40	10,812.00
Temporary Plastic Safety Markers	20	Each	100.00	2,000.00
Temporary Illumination	(20%)	All Required		47,000.00
Flagmen	400	Hour	24.00	9,600.00
Straw Bale Sediment Barrier	750	Lin.Ft.	4.00	3,000.00
Temporary Sediment Fence	1,000	Lin.Ft.	6.00	6,000.00
Temporary Slope Drains	250	Lin.Ft.	9.00	2,250.00
Temporary Sediment Basins	10	Each	50.00	500.00
Clearing and Grubbing	(30%)	All Required		10,500.00
Removal of Structures and Obstructions	(20%)	All Required		21,000.00
General Excavation	54,380	Cu.Yd.	3.00	163,140.00
Trench Excavation	3,325	Cu.Yd.	8.20	27,265.00
Finishing Roadbed and Slopes	(20%)	All Required		4,000.00
Watering	300	M-Gal.	20.00	6,000.00
Railroad Ballast	6,650	Cu.Yd.	2.10	13,965.00
15-inch Sewer Pipe	1,085	Lin.Ft.	15.00	16,275.00
18-inch Sewer Pipe	170	Lin.Ft.	16.00	2,720.00
8-inch Drain Pipe	12,500	Lin.Ft.	5.00	62,500.00

Oregon State Highway Division
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Filter Fabric	400	Sq.Yd.	4.00	$ 1,600.00
Gravel in Drains	1,850	Cu.Yd.	20.00	37,000.00
24-inch Plastic Glare Shield Blades	2,650	Each	20.00	53,000.00
36-inch Plastic Glare Shield Blades	530	Each	25.00	13,250.00
Retaining Wall No. 4	All	Required		2,500,000.00
Retaining Wall No. 5	All	Required		450,000.00
Walls 6, 7, 12, 14, 21, 22, 28 thru 38				
Shoring, Cribbing, Etc.	(25%)	All Required		115,000.00
Structure Excavation for Walls	2,700	Cu.Yd.	12.00	32,400.00
Special Wall Backfill	1,665	Cu.Yd.	20.00	33,300.00
Concrete in Retaining Walls	2,340	Cu.Yd.	140.00	327,600.00
Reinforcement in Retaining Walls	169,000	Lb.	0.41	69,290.00
CL-6R Chain Link Fence, Modified	4,750	Lin.Ft.	22.00	104,500.00
				$4,391,173.80
Anticipated Items				
On-the-Job Trainees ($0.80x 3,125 hr.)	All	Required		$ 2,500.00
				$ 2,500.00
			Subtotal	$4,393,673.80
			Engineering	549,209.20
			Total	$4,942,883.00

Type Code X780 (Light Rail Transit)
N.E. 21st Ave. U'xing (Bridge No. 7035B)

Detour Structure, 21st Avenue	(19%)	All Required		$ 66,500.00
Removal of Bridge No. 7035	(19%)	All Required		9,500.00
Shoring, Cribbing, Etc.	(19%)	All Required		9,500.00
Structure Excavation	105	Cu.Yd.	12.00	1,260.00
Structure Excavation Below Elevations Shown	5	Cu.Yd.	4.00	20.00
Special Wall Backfill	21	Cu.Yd.	23.00	483.00
Furnish Pile Driving Equipment	(19%)	All Required		19,000.00
Furnish HP 10x57 Steel Piling	221	Lin.Ft.	18.00	3,978.00
Drive Steel Piles	221	Lin.Ft.	8.00	1,768.00
Structural Concrete, Class 3300	(13%)	All Required		14,300.00
Structural Concrete, Class 4000	(19%)	All Required		4,560.00
Structural Concrete, Class 4500	(19%)	All Required		6,460.00
Structural Concrete, Class 5000	(17%)	All Required		1,020.00
4'x40'/45' Prestressed Slabs	3	Each	3,000.00	9,000.00
4'x45'/50' Prestressed Slabs	3	Each	3,200.00	9,600.00
4'x60'/65' Prestressed Slabs	5	Each	4,100.00	20,500.00
Reinforcement	(16%)	All Required		9,920.00
Reinforced Concrete Bridge End Panels	41	Sq.Yd.	50.00	2,050.00

Oregon State Highway Division
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Three Tube Steel Railing	78	Lin.Ft.	44.00	$ 3,432.00
Concrete Slope Paving	42	Sq.Yd.	28.00	1,176.00
Berm Paving	8	Sq.Yd.	25.00	200.00
Slope Paving Curb	12	Lin.Ft.	8.00	96.00
1-inch Electrical Conduit	52	Lin.Ft.	5.50	286.00
1 1/2-inch Electrical Conduit	11	Lin.Ft.	7.00	77.00
CL-10R Chain Link Fence, Modified	73	Lin.Ft.	22.00	1,606.00
4'-0" Splash Board	28	Lin.Ft.	44.00	1,232.00
Membrane Waterproofing	195	Sq.Yd.	3.00	585.00
				$ 198,109.00

Type Code X780 (Light Rail Transit)
N.E. 28th Ave. U'xing (Bridge No. 7034C)

Removal of Bridge No. 7034	(26%)	All Required		$ 13,000.00
Shoring, Cribbing, Etc.	(26%)	All Required		5,200.00
Structure Excavation	48	Cu.Yd.	14.00	672.00
Structure Excavation Below Elevations Shown	3	Cu.Yd.	12.00	36.00
Furnish Pile Driving Equipment	(26%)	All Required		26,000.00
Furnish HP 10x57 Steel Piling	500	Lin.Ft.	18.50	9,250.00
Drive Steel Piles	485	Lin.Ft.	8.00	3,880.00
Structural Concrete, Class 3300	(19%)	All Required		26,030.00
Structural Concrete, Class 4000	(27%)	All Required		3,510.00
Structural Concrete, Class 4500	(27%)	All Required		1,080.00
4'x35'/40' Prestressed Slabs	2	Each	2,500.00	5,000.00
4'x40'/45' Prestressed Slabs	2	Each	2,800.00	5,600.00
4'x50'/55' Prestressed Slabs	4	Each	3,500.00	14,000.00
4'x60'x65' Prestressed Slabs	4	Each	4,100.00	16,400.00
Reinforcement	(20%)	All Required		6,400.00
Three Tube Steel Railing	100	Lin.Ft.	44.00	4,400.00
1-inch Electrical Conduit	150	Lin.Ft.	5.50	825.00
CL-10R Chain Link Fence, Modified	90	Lin.Ft.	22.00	1,980.00
4'-0" Splash Board	8	Lin.Ft.	44.00	352.00
Membrane Waterproofing	190	Sq.Yd.	3.00	570.00
				$ 144,185.00

Type Code X881
Light Rail Transit O'xing of Doernbecker Access Road (Bridge No. 7981B)

Removal of Bridge No. 7981	All	Required		$ 200,000.00
Shoring, Cribbing, Etc.	All	Required		200,000.00
Structure Excavation	500	Cu.Yd.	12.00	6,000.00
Structure Excavation Below Elevations Shown	25	Cu.Yd.	4.00	100.00
Structural Concrete, Class 3300	All	Required		94,000.00
4'x40'/45' Prestressed Box Beams	9	Each	3,600.00	32,400.00
Reinforcement	All	Required		26,000.00
Waterproofing Bridge No. 7981B	435	Sq.Yd.	12.00	5,220.00
				$ 563,720.00

Oregon State Highway Division
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Type Code X781 (Light Rail Transit)
N.E. 33rd Ave. U'xing & On-Ramp (Bridge No. 7025B)

Detour Structure, 33rd Avenue	(33%)	All Required		$ 115,500.00
Removal of Bridge No. 7025A	(33%)	All Required		26,400.00
Shoring, Cribbing, Etc.	(33%)	All Required		11,550.00
Structure Excavation	652	Cu.Yd.	12.00	7,824.00
Structure Excavation Below Elevations Shown	30	Cu.Yd.	4.00	120.00
Special Wall Backfill	228	Cu.Yd.	23.00	5,244.00
Structural Concrete, Class 3300	(30%)	All Required		114,000.00
Structural Concrete, Class 4000	(34%)	All Required		36,040.00
Structural Concrete, Class 4500	(33%)	All Required		23,100.00
4'x80'/85' Prestressed Box Beams	10	Each	6,800.00	68,000.00
Reinforcement	(33%)	All Required		57,750.00
Coated Reinforcement	(31%)	All Required		8,990.00
Reinforced Concrete Bridge End Panels	75	Sq.Yd.	50.00	3,750.00
Two Tube Steel Railing	72	Lin.Ft.	34.00	2,448.00
Three Tube Steel Railing	91	Lin.Ft.	44.00	4,004.00
1-inch Electrical Conduit	217	Lin.Ft.	5.00	1,085.00
2-inch Electrical Conduit	277	Lin.Ft.	8.00	2,216.00
6-inch Standard Steel Pipe	3	Lin.Ft.	16.00	48.00
8-inch Standard Steel Pipe	22	Lin.Ft.	18.00	396.00
CL-7.5R Chain Link Fence, Modified	34	Lin.Ft.	21.00	714.00
CL-10R Chain Link Fence, Modified	123	Lin.Ft.	22.00	2,706.00
2'-6" Splash Board	30	Lin.Ft.	30.00	900.00
4'-0" Splash Board	20	Lin.Ft.	44.00	880.00
Membrane Waterproofing	670	Sq.Yd.	3.00	2,010.00
				$ 495,675.00

Type Code X781 (Light Rail Transit)
N.E. Sandy Blvd. U'xing & On-Ramp (Bridge No. 7026A)

Detour Structure, Sandy Blvd.	(43%)	All Required		$ 193,500.00
Removal of Bridge No. 7026	(43%)	All Required		34,400.00
Shoring, Cribbing, Etc.	(43%)	All Required		32,250.00
Structure Excavation	1,637	Cu.Yd.	12.00	19,644.00
Structure Excavation Below Elevations Shown	70	Cu.Yd.	4.00	280.00
Special Wall Backfill	446	Cu.Yd.	23.00	10,258.00
Structural Concrete, Class 3300	(43%)	All Required		134,450.00
Structural Concrete, Class 4000	(43%)	All Required		55,900.00
Structural Concrete, Class 4500	(43%)	All Required		226,610.00
Expansion Joint, Type 200	69	Lin.Ft.	100.00	6,900.00
4'x40'/45' Prestressed Box Beams	8	Each	3,600.00	28,800.00
4'x65'/70' Prestressed Box Beams	8	Each	5,600.00	44,800.00
4'x70'/75' Prestressed Box Beams	3	Each	6,000.00	18,000.00
4'x75'/80' Prestressed Box Beams	5	Each	6,400.00	32,000.00
Reinforcement	(43%)	All Required		126,850.00

Oregon State Highway Division
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Coated Reinforcement	(43%) All Required			$ 61,920.00
Reinforced Concrete Bridge End Panels	127	Sq.Yd.	50.00	6,350.00
Two Tube Steel Railing	85	Lin.Ft.	34.00	2,890.00
Three Tube Steel Railing	124	Lin.Ft.	44.00	5,456.00
3/4-inch Electrical Conduit	84	Lin.Ft.	5.00	420.00
1-inch Electrical Conduit	814	Lin.Ft.	5.00	4,070.00
2-inch Electrical Conduit	426	Lin.Ft.	9.00	3,834.00
6-inch Standard Steel Pipe	10	Lin.Ft.	16.00	160.00
8-inch Standard Steel Pipe	63	Lin.Ft.	18.00	1,134.00
CL-10R Chain Link Fence, Modified	124	Lin.Ft.	22.00	2,728.00
4'-0" Splash Board	35	Lin.Ft.	44.00	1,540.00
Membrane Waterproofing	588	Sq.Yd.	3.00	1,764.00
				$1,057,908.00

Type Code X720 (Light Rail Transit)
N.E. 39th Ave. U'xing (Bridge No. 7042B)

Detour Structure, 39th Avenue	(16%) All Required			$ 60,800.00
Removal of Bridge No. 7042	(16%) All Required			20,800.00
Shoring, Cribbing, Etc.	(16%) All Required			8,000.00
Structure Excavation	433	Cu.Yd.	12.00	5,196.00
Structure Excavation Below Elevations Shown	20	Cu.Yd.	4.00	80.00
Special Wall Backfill	168	Cu.Yd.	23.00	3,864.00
Structural Concrete, Class 3300	(16%) All Required			31,520.00
Structural Concrete, Class 4000	(16%) All Required			17,120.00
4'x35'/40' Prestressed Slabs	2	Each	2,500.00	5,000.00
4'x40'/45' Prestressed Slabs	6	Each	2,800.00	16,800.00
4'x45'/50' Prestressed Slabs	3	Each	3,100.00	9,300.00
4'x50'/55' Prestressed Slabs	5	Each	3,400.00	17,000.00
4'x55'/60' Prestressed Slabs	4	Each	3,800.00	15,200.00
4'x60'/65' Prestressed Slabs	4	Each	4,100.00	16,400.00
Reinforcement	(16%) All Required			14,400.00
Reinforced Concrete Bridge End Panels	65	Sq.Yd.	50.00	3,250.00
Three Tube Steel Railing	93	Lin.Ft.	44.00	4,092.00
1-inch Electrical Conduit	203	Lin.Ft.	7.00	1,421.00
2-inch Electrical Conduit	52	Lin.Ft.	10.00	520.00
CL-10R Chain Link Fence, Modified	93	Lin.Ft.	22.00	2,046.00
Membrane Waterproofing	422	Sq.Yd.	3.00	1,266.00
				$ 254,075.00

Subtotal	$2,713,672.00
Engineering	339,209.00
Total	$3,052,881.00

Oregon State Highway Division
Salem, Oregon, July 19, 1982

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No. 1X-68(5)

Length of Roadway - - - 2.113 Mi.
Length of Structures - 0.000 Mi.
Total Length 2.113 Mi.
Cost of Roadway Per Mile $7,846,511.12

Work Retained in Progress
(not included in amounts below)

		Begin Sta. to Sta. 1056	Sta 1056 to Sta. 1134
Asphalt Cement Adjustment	All Required	$20,000.00	$65,000.00
Work for City (33rd & Broadway)	All Required	---	15,000.00
Monolithic Sewer Repair	All Required	---	10,000.00
Connect Sanitary Sewer Laterals	All Required	1,000.00	4,000.00
City of Portland Fire Bureau	All Required	---	5,000.00
Emergency Maintenance (State Force)	All Required	10,000.00	25,000.00
Restore Landscaping Lutheran Church	All Required		3,000.00
Piling Corrosion Control	All Required	1,000.00	4,000.00
Furnish and Drive Sheet Piling	All Required	1,500.00	4,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Begin Sta. to Sta. 1056+00				
Roadway	$ 3,809,759	$ 3,238,295	$ 571,464	$ ---
Illumination	120,116	102,098	18,018	---
Traffic Signals	30,650	26,052	4,598	---
Subtotal	$ 3,960,525	$ 3,366,445	$ 594,080	$ ---
Sta. 1056 to Sta. 1134				
Roadway	$12,769,919	$10,854,432	$1,915,488	$ ---
Illumination	427,196	363,116	64,080	---
Traffic Signals	369,393	313,984	55,409	---
Structures	5,829,162	4,954,787	874,375	---
Subtotal	$19,395,670	$16,486,318	$2,909,352	$ ---
Sta. 1056 to Sta. 1134 Light Rail Transit				
Roadway	$ 4,942,883	$ 4,201,450	$ ---	$ 741,433
Structures	3,052,881	2,594,948	---	457,933
Subtotal	$ 7,995,764	$ 6,796,398	$ ---	$1,199,366
Highway (FHWA-580)	$13,501,199	$11,476,019	$2,025,180	$ ---
Highway (UMTA)	9,854,996	8,376,744	1,478,252	---
LRT (UMTA)	7,995,764	6,796,398	---	1,199,366
	$31,351,959	$26,649,161	$3,503,432	$1,199,366

Oregon State Highway Division
Salem, Oregon, July 19, 1982

Federal Aid Project
No. 1X-68(5)

Group 1 34% Group 2 39% Group 3 24% Group 8 3%

Contract No.
Prefix 026-1959 (P.E.)
Prefix 026-1021 (Const.)

Oregon State Highway Division
Salem, Oregon, July 19, 1982

Federal Aid Project
No. 1X-68(5)

N.E. Union Ave. - N.E. 39th Ave. Section

(Nonparticipating - State Work)

Begin Sta. to Sta. 1056 State Responsibility for Damages	All Required	$ 5,000.00
Sta. 1056 to Sta. 1134 State Responsibility for Damages	All Required	11,000.00
		$16,000.00

9513

J

May 2, 1988

CON 5 - 9513

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Contract No. 9513 awarded to S. J. Groves & Sons Company for work on the N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail) Section of the Columbia River Highway in Multnomah County was completed on March 18, 1988, and accepted by the State Highway Division on April 21, 1988.

The total contract amount is $29,285,631.89 including $445,333.43 for work performed under force account.

You were advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

slp
cc: S. J. Groves & Sons Company
5200 Golden Foothill Parkway, Suite A
El Dorado Hills, CA 95630

bc: C. O. Fredrickson
Walt Hart
Hwy. Accounting
Rick Kuehn

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION

CON

TO: Fran Neavoll
Commission Services

DATE: April 21, 1988

FROM: Don Adams
Deputy State Highway Engineer

SUBJECT: Contract Acceptance
N.E. Union-N.E. 39th Avenue
Contract No. 9513
FAP No. IX-68(5)

The above contract is being processed for final payment. Upon receipt of the necessary data from the Accounting Section, please proceed in the normal manner to notify the contractor's surety that the contract is complete.

As a part of a claim settlement on this contract, we agreed to make final payment, return the contractor's retainage and release the contractor's bond, all in exchange for a separate payment bond to cover Davis-Bacon wage rate violations.

A copy of the claim settlement agreement and the original of the $150,000 payment bond is attached for your records. Please retain these documents in this contract file. You will be notified when the payment bond may be released.

Attachments

cc: Don Forbes
C. O. Fredrickson
Al Harwood
Cindy Carter

orig. documents attached to contract

RECEIVED
APR 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

SEABOARD SURETY COMPANY

HOME OFFICE: BEDMINSTER, NEW JERSEY

BOND NUMBER 142635

RETENTION PAYMENT BOND

KNOW ALL MEN BY THESE PRESENTS,

That We, S. J. GROVES & SONS COMPANY, as Principal, and SEABOARD SURETY COMPANY, a corporation organized and existing under the laws of the State of New York, and authorized to transact business in the State of Oregon, as Surety, are held and firmly bound unto STATE OF OREGON, OREGON TRANSPORTATION COMMISSION, as Obligee, in the penal sum of ONE HUNDRED FIFTY THOUSAND ($150,000.00) DOLLARS, good and lawful money of the United States of America, for the payment of which, well and truly to be made, we bind ourselves, our heirs, administrators, executors, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the above bounden Principal has entered into a certain written contract with the above named Obligee, effective July 14, 1982 for Contract No. 9513, Multnomah, Oregon Banfield Corridor, Phase 1, 2, 3 and 4, Northeast Union Avenue, and said contract provides for certain payments from time to time to be made by the Obligee to the Principal, such payments to be reduced by the agreed retention; and

WHEREAS, the above bounden Principal has requested that the Obligee pay to the Principal withheld retention monies in the sum of One Hundred Fifty Thousand ($150,000.00) and the Obligee has agreed to make such payment provided the Principal furnish to the Obligee this bond to guarantee the payment of Davis-Bacon wages to truckers if additional wages are determined to be due; and

WHEREAS, there is a dispute as to the proper payment of truck drivers under said contract. This matter is in the process of being resolved and may result in a determination that certain truck drivers should be paid additional wages. The principal has the ultimate responsibility for payment of such wages and the purpose to this bond is to guarantee that if the determination is made that additional wages is due that principal will make such payments promptly;

NOW, THEREFORE, the condition of the obligation is such that if the said Principal shall pay any additional Davis-Bacon wages that may be due truckers under Contract No. 9513 and indemnify and save harmless the Obligee from and against all losses, damages, claims, suits, demands, costs, charges and expenses to which it may be subject or in any way be liable for by reason of or in consequence of any determination of additional Davis-Bacon wages being due such truckers or because of any lawsuits or claims that may be made against the Obligee as the result of a deterimination of underpayment of said truckers. If such payments are made and the Davis-Bacon wage determination issues are all settled to the satisfaction of obligee, then this obligation shall be null and void; otherwise to remain in full force and effect.

IT IS UNDERSTOOD AND AGREED by all parties hereto, that the Principal and Surety are held and firmly bound unto the Obligee in the penal sum above stated, but at no time to exceed the amount of retention actually released under the terms of this bond.

Signed, sealed and dated this 31st day of March, 1988.

Witness:

Robert Wolfe
Asst Secretary/Treasurer

Susan M Sullivan

Assistant Attorney General
State of Oregon
Department of Justice

S. J. GROVES & SONS COMPANY, Principal

By: A B Sullivan (Seal)
VICE PRESIDENT

SEABOARD SURETY COMPANY, Surety

By: Timothy J. Wicker (Seal)
Timothy J. Wicker, Attorney-in-Fact

STATE OF MINNESOTA)
)
COUNTY OF HENNEPIN)

On this 31st day of March, 19 88 before me personally came Timothy J. Wicker to me known, who being by me duly sworn, did depose and say: that he/she is Attorney(s) in fact of Seaboard Surety Company, the Corporation described in and which executed the foregoing instrument; that he/she know(s) the seal of said Corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority granted to him/her in accordance with the By-Laws of the said corporation, and that he/she signed his/her name thereto by like authority.

C. K. JOHNSON
NOTARY PUBLIC - MINNESOTA
HENNEPIN COUNTY
My Commission Expires July 8, 1993

C. K. Johnson
(notary public)

My commission expires _____

Certified Copy

No. 1525

PP 4205

SEAI OARD SURETY COM. ANY

ADMINISTRATIVE OFFICES, BEDMINSTER, NEW JERSEY

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint Timothy J. Wicker or Dennis J. Wilder or Sharon Albrecht or Thomas H. Quill

of Minneapolis, Minnesota its true and lawful Attorney-in-Fact, **to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature** as follows: Without Limitations

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, with Amendments to and including January 15, 1982 and are still in full force and effect:

ARTICLE VII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto.

Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the Chairman of the Board, the President, a Vice-President or a Resident Vice-President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or (b) by an Attorney-in-Fact for the Company appointed and authorized by the Chairman of the Board, the President or a Vice-President to make such signature; or (c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by one of its Vice-Presidents, and its corporate seal to be hereunto affixed and duly attested by one of its Assistant Secretaries, this 3rd day of May 19 85

SEABOARD SURETY COMPANY

Attest:

(Seal) Lia A. Rillo
Assistant Secretary

By Michael B. Keegan
Vice-President

STATE OF NEW JERSEY
COUNTY OF SOMERSET ss.:

On this 3rd day of May, 19 85, before me personally appeared Thomas P. Gorke a Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is a Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

(Seal) FELICE M. CATALANO
NOTARY PUBLIC OF NEW JERSEY
My Commission Exp. June 4, 1990

Notary Public

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy is in full force and effect on the date of this Certificate and I do further certify that the Vice-President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Executive Committee of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED. (2) That the use of a printed facsimile of the corporate seal of the Company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice-President pursuant to Article VII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the Company surety bonds, underwriting undertakings or other instruments described in said Article VII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 31st day of March, 1988

Elizabeth Dzylewicz
Assistant Secretary

Form 957 (Rev. 7-84)

For verification of the authenticity of this Power of Attorney call collect 212-943-7440 and ask for the Power of Attorney clerk. Please refer to the Power of Attorney number, the above-named individual(s), and the date of the bond to which the power is attached.

9513

5

April 20, 1988

COM 5 - 9513

Galton, Popick and Scott
Attorneys at Law
Eighth Floor, Wilcox Building
506 S. W. Sixth Avenue
Portland, OR 97204-1586

Attention: Gary L. Tyler

Thank you for your letter of April 11, 1988, notifying us that a check from S. J. Groves & Sons Company in the amount of $8,732.20 has been received.

This was in connection with a claim filed against S. J. Groves and Sons Company, Contract No. 9513, for the Banfield Light Rail Project in Multnomah County.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
5200 Golden Foothill
Parkway, Suite A
El Dorado Hills, CA 95630

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Hon. Barbara Roberts
Secretary of State
Public Records Sec.
143 Capitol Bldg.
Salem, OR 97310

bc: Bryant Jackmond

FKN:slp

NOTED ON CARD
clp 4-20-88

GALTON, POPICK & SCOTT

ATTORNEYS AT LAW

8TH FLOOR, WILCOX BUILDING
506 S.W. 6TH AVENUE
PORTLAND, OREGON 97204-1586
(503) 222-3411

HERBERT B. GALTON, P.C.
LEONARD POPICK, P.C.
GARY M. GALTON, P.C.
ALAN M. SCOTT, P.C.
CHARLES D. COLETT
WILLARD E. MERKEL
DONALD E. BEER
GARY L. TYLER

LEGAL ASSISTANT:
ANN PETERSON-MEIER

April 11, 1988

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: WAECO POWER

Dear Ms. Neavoll:

I am writing in response to your letter dated March 30, 1988. The check from S. J. Groves & Sons Company in the amount of $8,732.20 has been received.

Very truly yours,

Gary L. Tyler

GLT/pa

CONDITIONAL WAIVER AND RELEASE

1. Upon receipt by the undersigned of a check from S.J. Groves & Sons Company in the sum of Eight Thousand Seven Hundred Thirty-Two Dollars and Twenty Cents ($8,732.20) payable to Oregon Laborers-Employers Trust Funds and when the check has been properly endorsed and has been paid by the bank upon which it is drawn, subject to the provisions of paragraph 2, this document shall become effective to release any and all claims, including but not limited to mechanic's liens, stop notices or bond rights the Oregon Laborers-Employers Trust Funds has against S.J. Groves & Sons Company, Atlas Building Wreckers, Inc., their sureties, the State of Oregon or the U.S. Department of Labor, in connection with the project known as OSHD No. 9513-NE Union/N.P. 39th Section of Columbia River Highway. The Oregon Laborers-Employers Trust Funds shall notify OSHD and S.J. Groves & Sons Company's surety of the terms of this release.

2. Payment referred to in paragraph 1 above shall be deemed a partial satisfaction of that certain Judgment entered against Atlas Building Wreckers, Inc. on June 3, 1987, in Multnomah County Circuit Court, State of Oregon, case number A8505-03210. The Oregon Laborers-Employers Trust Funds expressly reserve all rights they may have against Atlas Building Wreckers, Inc. as to the unsatisfied portion of the Judgment.

3. For mutual consideration, S.J. Groves & Sons Company agrees to indemnify the Oregon Laborers-Employers Trust Funds for any claim made against the Trust Funds by those individuals listed on the attached Exhibit "A" incorporated herein by reference, provided such claims are based upon hours worked for Atlas Building Wreckers, Inc. during the time period June 1, 1983 through June 30, 1985, on the OSHD 9513 project, and provided S.J. Groves & Sons Company has an opportunity to oppose any such claims. Section 3 of this Agreement, concerning indemnity, shall apply only to a claim by the referenced workers commenced against the Oregon Laborers-Employers Trust Funds on or before three years from the date of this agreement.

In the event it is necessary to enforce the terms of this Indemnity Agreement, S.J. Groves & Sons Company agrees to pay the Trust Funds' reasonable attorney fees associated with the enforcement of this Agreement to and including appeal.

DATED this 26th day of January, 1988.

S.J. GROVES & SONS COMPANY

By: R O Wolfe

Title: Asst Secretary/Treasurer
S. J. Groves & Sons Co

OREGON LABORERS-EMPLOYERS TRUST FUNDS

By: Fred A. Hughes
Fred A. Hughes

Title: Trust Coordinator for Oregon Laborers-Employers Trust Funds

EXHIBIT "A"

Petersen, Terry
543-72-4618

Gehkre, Bruce
544-54-7097

Kilcoyn, Frank
000-87-0308

Rowton, Michael
533-50-5315

Gerig, Lonny
543-92-9585

Stoller, Mark
542-56-6838

Day, Earl
543-54-8397

Fitzsommons, Wm.
542-48-8475

Fisher, Jack
540-36-2234

Brown, Linkon
425-24-7280

Baughman, Philip
000-87-0309

Smith, Scott
000-87-0310

Salvador, Meza
569-23-3171

Hancock, Jesse
000-87-0311

Favela, Jesse
000-87-0312

Corena, Eugene
540-04-3129

EX. "A"

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: April 11, 1988

In Reply Refer to File No.:
CON 5
9513

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: For C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Federal-aid Project
IX-68(5)

SUBJECT: Request Change Order Approval
Union Avenue-39th Avenue
Contract No. 9513
Price Agreement No. 91

The contract for this project was awarded to S. J. Groves & Sons Construction on July 14, 1982. During the course of construction, disputes arose over the design and changes to the contract.

The contractor filed a complaint against the State in an amended amount of $5,577,877 plus interest, for a total of $8,506,262. The matter was scheduled for trial in Multnomah County for March 29, 1988. A mutual settlement was arrived at on March 16, 1988, between the parties.

The settlement agreement including Price Agreement No. 91, justification of the settlement and a copy of the Trial Attorney's settlement opinion are attached. Detailed cost justification records are on file in this office and available for review as required.

The amount of this order is $800,000.00 including interest. Since there are two federal funds involved (FHWA and UMTA), the exact split of federal participation remains to be determined. However, a preliminary review indicates the following allocation of the total cost:

Group 1	$ 99,600
Group 2	$500,640
Group 3	$199,760
TOTAL	$800,000

A meeting was held with your staff on March 25, 1988, to discuss the settlement and preliminary approval was given at that time.

Your formal concurrence in this settlement is now requested.

RECEIVED
STATE HWY ENGR
APR 12 '88
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

COF:RK:mk

D. R. ADAMS

Attach.
cc: Don Adams

04114m

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION)		CONTRACT NO.
NE Union Avenue-39th Avenue		C09513
HIGHWAY: Columbia River	COUNTY: Multnomah	
CONTRACTOR'S NAME AND ADDRESS: S. J. Groves and Sons Company PO Box 1267 10,000 Highway 55 West Minneapolis, MN 55440		F. A. PROJECT NO.: IX-68(5) PRICE AGREEMENT NO.: 91

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:
Settle all claims on the project, including those listed in complaint filed in Multnomah County No. A8609-05551, but excepting claims for wages and penalties for nonpayments of wages due.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
	Settle all claims	ALL	L.S.	$800,000.00	$800,000.00
	Interest (computed separately and included above)	ALL	L.S.	0.00	0.00
					$800,000.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $800,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This agreement constitutes mutual accord and satisfactions in settlement of any and all claims on this contract including interest as defined and listed above. Settlement and payment shall be in accordance with the mutual settlement agreement attached as "Exhibit A" and made part of this Price Agreement.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

S. J. GROVES & SONS COMPANY

SIGNED: R E Wolfe — 4/5/88
Assist. Secy/Treas CONTRACTOR — DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY Tri-Met — DATE
Ron Tilson 4/7/88

SUBMITTED BY PROJECT MANAGER — DATE

APPROVAL RECOMMENDED BY [redacted] Contract Adm. Engineer — DATE
D. Bjarkman 4-6-88

NOTED OR APPROVED BY CONSTRUCTION — DATE
Donald L. Gibbons 4/6/88

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

SETTLEMENT AGREEMENT AND RELEASE

THIS AGREEMENT is entered into by and between S. J. Groves and Sons Company, a Minnesota corporation qualified to do business in Oregon as a foreign corporation, and the State of Oregon, acting by and through the Oregon Department of Transportation.

1. RECITALS

WHEREAS there has been filed in Multnomah County Circuit Court a case captioned as follows:

CIRCUIT COURT OF OREGON

MULTNOMAH COUNT

S. J. GROVES AND SONS COMPANY, a Minnesota corporation Plaintiff, v. THE STATE OF OREGON, acting by and through the Oregon Department of Transportation, Defendant.	)	No. A8609-05551

AND WHEREAS a settlement conference held between the parties on the 16th day of March 1988 pursuant to the rules of the court and employing the assistance and good offices of Judge Kristena A. Lamar resulting in an amicable resolution of all matters in dispute between the parties, except certain matters concerning labor wage rates identified below,

NOW, THEREFORE, it is agreed between S. J. Groves and Sons Company, hereinafter "Groves", and the State of Oregon, hereinafter "State", as follows:

2. TERMS OF AGREEMENT

A. The State, acting by and through its Department of Transportation agrees to pay to S. J. Groves and Sons the sum of EIGHT HUNDRED THOUSAND AND NO/100 DOLLARS ($800,000.00) in full settlement of any and all liability for claims arising from performance of Oregon State Highway Division Contract No. 9513 including interest due on any claim pursuant to ORS 279.575. The entitlement to the sum of EIGHT HUNDRED THOUSAND AND NO/100 dollars ($800,000.00) by Groves shall be memorialized in a contract price adjustment and credited to Groves upon the semifinal payment voucher. In no case shall the credit and payment be delayed more than thirty days (30 days) from the date this agreement is executed by Groves and returned to the State.

B. Groves and the State recognize that certain matters concerning the payment of wages at rates specified by law and by contract remain outstanding at the time of this settlement. Groves agrees to cooperate in resolving that issue by making such records of Groves and of its subcontractors as may be required to complete an investigation available to the State, but expressly reserves its rights to put forward whatever defenses it may have to assessments or penalties resulting. Groves agrees to provide a Release of Retainage Indemnity Bond in the amount of $150,000 in a form acceptable to the State on account with the State until the matter can be resolved. Upon receipt of such bond, the State shall immediately release to Groves all securities posted in lieu

of retainage plus all interest earned on same. Both parties agree that the wage rate dispute and retainage issue related to it were to be severed from the lawsuit in the captioned matter and separately resolved and are not embraced by the terms of this agreement except as to the protocol on how the parties intend to proceed set out in this paragraph.

C. The final contract quantities have not been determined. When such amounts are determined, the State will make final payment to Groves of the contract balance. Groves and the State further acknowledge that the State shall have the right to offset against the final contract balance due the sum of EIGHTEEN THOUSAND FIFTY EIGHT AND NO/100 DOLLARS ($18,058.00) as an adjustment to the contract price for variations in pavement smoothness. The State agrees to accept that sum in lieu of the sum of THIRTY THOUSAND ONE HUNDRED AND SIXTEEN AND 50/100 DOLLARS ($30,116.50) originally assessed by Price Agreement No. 79 to Contract No. 9513. In addition, Groves and the State recognized the State's entitlement to offset the sum of THIRTY FOUR THOUSAND NINE HUNDRED AND SEVENTY SEVEN AND NO/100 DOLLARS ($34,977.00) agreed to by Price Agreement No. 89 to Contract No. 9513 but not yet deducted from contract payments. Finally, the State agrees to add the sum of TWELVE THOUSAND AND NO/100 DOLLARS ($12,000.00) to the contract balance for the Atlas Wrecking labor problem.

D. Groves for its part agrees to release the State and to hold it harmless from liability and any and all existing claims and disputes concerning Contract No. 9513 except for the subject matter hereof. It is agreed that the payment referred to herein includes any and all interest due pursuant to ORS 279.575. Except as reserved herein, the parties release one another from all existing claims known or unknown except for 1) unknown claims concerning the warranty of materials, workmanship and design by Groves presently unknown and 2) claims of indemnity or contribution by Groves against the State in connection with actions by third parties against Groves due to design by the State or other matters which are presently unknown and which are not advanced by laborers, materialmen or subcontractors, for payment for work performed.

E. This settlement agreement shall be binding upon all persons intending to claim through or in the name of either party hereto. The agreement represents the full understanding of the parties. The parties further agree that neither party has agreed to the apportionment of sums in settlement by the other except as set out above and that each party is free to make such apportionment between claim items and principal and interest as it deems appropriate and neither is bound by the apportionment of the other except as set out above.

D. Groves for its part agrees to release the State and to hold it harmless from liability and any and all existing claims and disputes concerning Contract No. 9513 except for the subject matter hereof. It is agreed that the payment referred to herein includes any and all interest due pursuant to ORS 279.575. Except as reserved herein, the parties release one another from all existing claims known or unknown except for 1) unknown claims concerning the warranty of materials, workmanship and design by Groves presently unknown and 2) claims of indemnity or contribution by Groves against the State in connection with actions by third parties against Groves due to design by the State or other matters which are presently unknown and which are not advanced by laborers, materialmen or subcontractors, for payment for work performed.

E. This settlement agreement shall be binding upon all persons intending to claim through or in the name of either party hereto. The agreement represents the full understanding of the parties. The parties further agree that neither party has agreed to the apportionment of sums in settlement by the other except as set out above and that each party is free to make such apportionment between claim items and principal and interest as it deems appropriate and neither is bound by the apportionment of the other except as set out above.

F. Upon execution of this agreement by both parties, and fulfillment of its terms, Groves will enter an order dismissing the suit which caption appears upon page 1 above. Dismissal shall be with prejudice and with each party to bear its own costs.

S. J. GROVES AND SONS COMPANY

BY: [signature] VP-Controller

ATTEST: Saundra A. Markell

DATE: March 22, 1988

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

BY: [signature]
Deputy State Highway Engr.

ATTEST: _____

DATE: _____

APPROVED AS TO
LEGAL SUFFICIENCY

[signature]
Asst. Attorney General

Date 4-8-88

DEPARTMENT OF JUSTICE

Interoffice Memo

DATE: April 6, 1988

TO: John R. McCulloch, Jr.
Chief Trial Counsel

FROM: William F. Cloran WFC
Assistant Attorney General

SUBJECT: Settlement Memo
S.J. Groves and Sons v. State
Multnomah County Circuit Court No. A8609-05551

Description of the Case

On July 8, 1982, the Oregon State Highway Division awarded contract No. 9513 to the S.J. Groves Company of Minneapolis, Minnesota. The contract bid price was $27,581,766. The contract was the initial work to be undertaken to prepare the Banfield Transitway Corridor to receive the MAX light rail transit system. While OSHD was the construction manager and contracting party, the project was a cooperative venture planned, funded and designed by a coalition of state, federal and local government agencies, including the City of Portland, the Tri County Metropolitan Transit District (TriMet), the Oregon State Highway Division (ODOT), the Federal Highway Administration (FHWA) and the Urban Mass Transit Authority (UMTA). The portion of the project covered by contract No. 9513 called for relocation of the Banfield Freeway between Union and 39th Streets and construction of the light rail grade between 39th and Holaday Streets. Preliminary design and location work for the project commenced in 1978. Critical funding deadlines anticipated or imposed by some of the participants made it necessary to have work on contract No. 9513 underway by the summer of 1982 with completion of the light rail grade anticipated by June 30, 1984. Highway completion was to follow a few months later. The project had a two-tiered liquidated damages provision tied to the dual completion milestones. The damages imposed for failure to complete the light rail grade anticipated loss of fare box revenue by TriMet. Highway portion liquidated damages were tied solely to continued engineering costs for project administration. (The Banfield Freeway is not a toll road.)

The project was complex. It required the creation of additional usable right of way within the narrow confines of Sullivan's Gulch. The Gulch is an erosional land feature that bisects heavily urbanized commercial, industrial and residential sections of Portland that have been built up for over 100 years. Union Pacific's Graham mainline is in the Gulch as is the major interstate highway connecting Portland with the East. Both transportation facilities had to remain in uninterrupted operation while the work was done. Requirements for continuous operation measurably increased the complexity of the work. Limited design and construction periods increased the difficulty of both the design and construction teams in dealing with the complexity that the continuous operation and narrow corridor imposed. A need to respond quickly to operational and site conditions was anticipated and both the State and the contractor should have expected a substantial number of contract changes and extra work orders to deal with site and operational conditions as well as design imperfections.

What the parties did not anticipate was that lessons learned from evolving light rail technology used in other parts of the United States would also have to be applied by change order as work progressed. In the atomic age, the intricacies of the behavior of electric current in railway systems and the effect of the current on its surroundings are still imperfectly understood. Electrical, as opposed to electronic, design is still something of a black art. Evolution of the art during construction was to cause difficulty for the parties to the contract.

The section of the project from Union Street to 39th Avenue was put out for bid in May of 1982. Bids were received July 1, 1982, a contract awarded to S.J. Groves and Sons on July 8, 1982, and signed on July 20, 1982. Work began in early August.

The contract awarded to Groves contained clauses which permitted the State to change the work, Standard Specification 104.02, and to order extra work, 104.04. In the event that occurred, provisions 109.04, 109.06 and 109.07 provided for payment while provision 108.09 concerned adjustments to contract time. The contract payment schedule was composed of both unit prices and lump sum items. Unit prices were subject to adjustment if the cost of performing the units of work was altered due to a change. Adjustments to lump sum items were more complex. During the course of the contract, changes necessitated the issuance of 91 price agreements and 40 extra work orders. The contract took about one year longer to

complete than anticipated. Considering the size and the complexity of the project, the number of contract adjustments is something less than one might expect. Both the State and Groves attempted to work out claims for change and extra work as the situations arose. Groves reserved claims for impact and delay in these settlements. The State relied upon its "no damage for delay clause" as to the majority of the claims for impact.

In order to perform the work required by the contract, it was necessary to create usable right of way by constructing retaining walls to the north and south of the existing highway. Additional room resulted from changing what had formerly been a slope to a vertical face by cutting away the toe of the slope and constructing a wall to retain the natural ground to the south of the roadway and constructing walls at the toe of an existing slope and filling behind it to the north of the highway. Traffic could then be shifted within the additional road bed created to allow for the construction of pavement, railroad grade and bridges. Anything which impacted upon construction of the walls of or the pavement was likely to impact project completion. Things which did not impact timely completion of walls or paving were unlikely to have a discernible impact upon completion, unless both the delay and the impact was to work remaining after both wall and paving work was done.

In January of 1984, Groves filed a request for a time extension for 180 days of project delay for various causes occurring prior to that date. 161 days were allowed on August 8, 1984. In January 1985, Groves made a second request for time extension for many of the same incidents as were cited in the January 1984 request. The second request was denied. On March 15, 1985, Groves presented a delay and impact claim in the amount of $3,737,019. The State assessed Groves $380,400 for damages for late completion. The parties were unable to resolve the matter and suit was filed in Multnomah County Circuit Court (Case No. A8609-05551). The Third Amended Complaint demanded damages in the amount of $5,577,877 plus interest at 1-1/2 percent monthly pursuant to ORS 279.575 from April 15, 1985, to the date of settlement or judgment. Total to date as of March 15, 1988, is computed at $8,506,262.40.

Trial preparation included organizing, cataloging and indexing 80,000 documents, taking 33 depositions, and hundreds of hours of analysis and witness interviews. To save time and money, discovery was performed on an informal basis. No motion, formal subpoenas, or document requests were employed

between the parties during the entire course of the claim and litigation. Settlement discussions, including formal and informal fact presentations, were held on four separate occasions, but, failed to result in sufficient movement to induce settlement. At various times in the course of the discussions, the State offered amounts of up to $450,000 plus interest to settle (value $686,250 as of March 15, 1988). Groves offered to accept $2,200,000 including interest by January of 1988.

On March 16, 1988, the parties met with Judge Kristena La Mar of the Multnomah County Circuit Court for a judicially supervised settlement conference pursuant to UTCR 6.010(1)(g). Prior to the meeting, defendant State of Oregon considered its exposure to a judgment to be likely in the amount of $1,200,000 plus interest and settlement value of the case to be $936,000 inclusive of interest. The basis of those conclusions are discussed below. At the conclusion of the settlement conference, the parties agreed to full settlement of all matters including interest in the amount of $800,000. The settlement is advantageous to the State.

Analysis of the Pleadings

Groves Third Amended Complaint brought four claims against the State. The claims were for breach of contract, breach of warranty, request for equitable adjustment and quantum meruit. The claim for breach of contract and the request for equitable adjustment are virtually identical claims. The first claim claims that the State breached the contract by failing to make an equitable adjustment in the amount demanded by Groves. The third claim claims that the State improperly refused Groves an equitable adjustment which ought to be made by the court given the State's refusal. A motion to strike the claims as redundant pursuant to ORCP Rule 21E was refused by the court at the pleading stage. Renewal of the motion prior to jury instructions would likely have been successful.

Plaintiff's claim for quantum meruit was subject to a motion to dismiss based upon sovereign immunity. Or. Const. Art. IV, § 24 and a restrictive reading of ORS 30.320. The claim withstood the motion, however, a motion for directed verdict pursuant to ORCP Rule 60 and based upon Kashmir v. Patterson, 289 Or 589, 616 P.2d 468 (1980) would have eliminated the claim from jury consideration. There is simply no question that there was an express written contract between the parties. The damages claimed in quantum meruit do not

differ from those claimed for breach in the first claim. The fourth claim, like the third claim, played no significant role in evaluation of the State's exposure. The second claim, breach of implied warranty is simply an alter ego to the first claim. It presents a slightly different legal theory but not a different damage claim. Under circumstances similar to plaintiff's, our courts encourage the use of a single breach of contract and a single breach of warranty claim. Seibel v. Layne and Bowler, Inc., 56 Or. App. 387, 392 n.2, 641 P.2d 668 (1982), rev. denied 293 Or. 190.

It is to the first and second claims of plaintiff's Third Amended Complaint that the remainder of this memorandum is addressed. Those claims by and large restate the contentions of Groves' March 15, 1985 claim and its January 1985 request for time extension. There is some refinement but not much.

Analysis of the Plaintiff's Case

Groves contends that the State violated its contract obligations in that the plans and specifications furnished were inaccurate and incomplete, making necessary changes and extra work which increased the length of contract performance. According to Groves, this increased home office, region and job overhead, increased labor and material costs and increased equipment costs. Groves claimed that liquidated damages were improperly withheld and that payments made by the State for changed work did not adequately compensate it for the increased costs. In support of its contention, Groves asserted that:

(a) The State knew the project could not be completed in the time allowed unless conditions were optimum but did not tell Groves;

(b) The State failed to obtain rights of way and access from the adjacent Union Pacific Railroad in a timely manner;

(c) The State presented a staging plan for construction that failed to consider the seasons and did not fit with project designs;

(d) The State misrepresented the natural soils to be encountered; and

(e) The State presented a design not suitable for construction.

The Groves claim alleged that these five causes resulted in delay to the job with attendant costs for impact and acceleration. The State disagreed with some of the claims for legal reasons, but its primary disagreement concerned the factual relationship between the incidents identified by Groves and the monetary impact claimed for them.

Oregon law generally holds that specifications issued by an owner carry with them a warranty that if the specifications are followed, a satisfactory result will be achieved. General Construction Co. v. Oregon State Fish Commission, 260 Or. App. 577, 581, 554 P.2d 185 (1977). The classic example of such a breach in Oregon Law took place in Barbour & Son v.Highway Comm., 248 Or. 247, 433 P.2d 817 (1967). In that case, a bridge painting contract required the contractor to clean the bridge using a method called "commercial sand blasting" to remove old paint and rust. Encrustations of rust on the bridge were so formidable that the method was ineffective. Removing the rust required a "white metal blast" and "hand chipping" which was considerably more expensive and slower. The contractor sued for the extra cost and recovered. In General Construction Co. v. Oregon State Fish Commission, supra, an elevation error in the plans led to redesign of a portion of the work. The cost of the redesigned work was $19,646.00, however, the redesign caused a delay during which seasonal floods destroyed major portions of the incomplete work. The State claimed that payment of the cost of the redesigned work was an accord and satisfaction of all claims including delay and impact claims related to the breach of warranty and subsequent redesign. The court did not agree. A judgment in the amount of $543,204 plus interest was entered against the State. The case is silent as to the presence or absence of a "no damage for delay" clause. The Groves contract had such a clause.

In the dispute between Groves and the State, there is no question that design errors breaching the warranty of the specifications did occur and were recognized by the State. These included changes to the pipe and bedding of the mainline sewer due to a failure to anticipate wall loadings on the the pipe, and changes in the area and elevation of north side walls No. 4 and No. 5 due to failure of designers to correctly establish footing elevations prior to contract. Both of these items are necessary to completion of the north side walls. to the extent the changes necessary to correct the plans delayed progress to the walls, the work was hampered. The contract and the engineer agree that 19 days of impact were suffered due to the pipe class change. The delay is allowable (i.e., it

reduces liquidated damages), but is not compensable because it is concurrent with contractor caused pipe installation delays. For a delay to be compensable, Groves must establish that it was caused solely by the State. Concurrent delays are not susceptible to such proof and therefore fail the causal relationship requirement mentioned in Parker v. Harris Pine Mills, 206 Or. 187, 241 P.2d 709 (1955); White v. Bello, 276 Or. 931, 556 P.2d 1362 (1976) and Markwart v. Fry, 60 Or. App. 431, 653 P.2d 1307 (1982). In spite of the noncompensable nature of these events, a right to increase in certain lump sum bid items, i.e., Temporary Protection and Direction of Traffic may result. TP and DT is a lump sum item directly tied to allowable contract time. An increase in time although otherwise noncompensable may result in a recomputation of the lump sum as provided for in Standard Specification 109.04. The engineer did not separately consider the wall size increase in evaluating the case because the work was one of a number of price agreement and extra work items that seemed to have an aggregate effect on the time to complete the walls and paving best estimated by comparing the costs of those work items with the costs of anticipated work and relating both to time (the fractional impacts of individual PA's and EWD's otherwise becomes unwieldy).

The parties strongly disagree over Groves' allegation that the detour designs and staging were deficient. Groves claimed the design was "impossible." Impossibility requires a strong showing in Oregon. Mere difficulty or expense is insufficient to absolve one of the duty to perform. Savage v. Peter Kiewit Sons, 249 Or. 147, 432 P.2d 519 (1967), mod. 249 Or. 147, after remand 254 Or. 411. Schaefer v. Sunset Racking, 256 Or. 539, 474 P.2d 529 (1970). It was impossibility of performance of the specification as written that was at the heart of Barbour & Sons v. Highway Comm., supra, and General Construction Co. v. Oregon State Fish Commission, supra. There is no question that the method of work and substitute detour designs selected by the contractor were superior to those put in the contract by the State. The State got value for the revisions in the form of an improved pavement without midlane joints or plugs that will probably last longer than pavement constructed as the State detour plan would have required. Groves claims 117 days of compensable delay on the basis of design deficiency. The State does not concur but is willing to allow 40 days of compensable delay to reimburse Groves for value actually received from its redesign efforts. The State's project manager would testify that had Groves proposed changes that it actually made as contractor initiated changes and demanded time and compensation, he would have recommended 40 days time plus

an appropriate increase in cost. This item directly effected paving and therefore did impact completion of the work.

Three additional items which merit some consideration are the corrosion control changes to walls 4 and 5, temporary surfacing for traffic staging and safety, and the increase in PCC pavement depth. The contractor suggests that all three items were changes due to deficiency in design. The State disagrees. Provision 104.02 of the contract anticipates that it is in the nature of highway work that changes will from time to time occur. The State reserves the right to change the work and such changes are binding on the contractor. Florey v. Meeker, 194 Or. 257, 240 P.2d 1177 (1952) and King v. Highland, 48 Or. App. 241, 616 P.2d 1188 (1980). The change to the corrosion control system for the walls was made at the request of TriMet. The walls were designed on a theory that required electrically linking all wall elements and collectively grounding them. Later information came to TriMet which indicated that protection from stray currents would be better if each of the panels making up the walls was electrically isolated. The change did not occur until after construction of the north side walls had begun. Walls 4 and 5 could not be started before the issue was resolved. The change itself had nothing to do with design defects. It was simply a change in construction ordered by the State as a result of evolving technical opinion.

Temporary surfacing change (filling in wheel ruts) and the additional inch of PCC paving were also changes. Each of these changes represented a deliberate decision to change the work to obtain a benefit not desired in the previous design. Both the additional temporary surfacing and the additional white paving effected completion of the paving and therefore the job Standard Specification 109.04 provides for payment and Standard Provision 108.09(d) provides for additional time when extra work that impacts completion is ordered. The State previously paid for the cost of the work and granted the time to do it where applicable. Groves withheld claims for impact expense and time. These were not covered in the price agreements. See General Construction v. Oregon State Fish Comm., supra. The engineer estimates compensable time for the corrosion control changes to the walls at 17 days. The paving has been paid for at unit prices which included the overhead and profit usually associated with the increased quantities, however, a combined time allowance of 16 days was recommended. It appears appropriate.

There remain for discussion the cold planing of existing pavements anticipated in the contract plus miscellaneous

increases in unit price work and $650,000 in paid extras not included in the contract work as bid. All of these were ordered items of extra work that consumed time. Their effect on completion of these items is problematical. It is certain there was some effect but the precise effect is not certain. Oregon law concerning damages follows the majority position that damage must be proven with certainty. Parker v. Harris Pine Mill, Inc., 206 Or. 187, 291 P.2d 709 (1955). Once the fact that damage has occurred is established, a more relaxed standard is applied as to proof of the amount of damage. Sol-O-Lite Laminating Corp. v. Allen, 223 Or. 80, 353 P.2d 843 (1960). In the case of the cold planing and the extra work, the engineer has allowed five days of noncompensable time since that was the time taken to do the work and traffic could not be accommodated before it was done. In the case of the fractional amounts on miscellaneous extra work, a formula based upon ratios of work value to time has been applied. The results are compiled in two tables attached and justify a settlement of up to $1,067,405. My prelitigation estimate of the State's likely exposure based upon the same item was $1,000,000 to $1,200,000.

Recommendation

I recommend the Division accept settlement at $800,000.

8362T/bw

JUSTIFICATION OF SETTLEMENT UNION TO 39TH

This analysis starts with an examination of the request for equitable adjustment of time submitted with the contractor's claim. The contractor presents added arguments for time and several reasons not previously considered.

In establishing compensation for extra work, the costs of performing other bid items may be directly affected by the increases in time for completing contract work. For example, the lump sum bid item "temporary protection and direction of traffic" may be directly effected if time to complete work on the project is extended by the added work. The cost analysis attached recognizes the added costs resulting from the extended period of traffic control. This added cost is not compensated by mark-up on force work and with one exception was not recognized in establishing compensation for price agreement work.

The added time granted and identified in this analysis is divided into time for which I feel the contractor could be compensated for overhead costs and into time for which the contractor either has been compensated or is otherwise not due compensation. In the analysis one column is headed COMP and one column NON-COMP to distinguish between the two classes of time.

The TP&DT daily costs includes cost for maintaining, setting up and removal of temporary traffic control devices, operating costs for changable message signs and arrow boards and other related costs. Additional contract items for which costs could be considered include temporary illumination and temporary signals, both lump sum bid items on this contract. The illumination and signal costs are not included in the TP&DT daily costs. The TP&DT rate for non-work days is reduced, in the analysis, to 50% of the work day rate. If the temporary illumination was included, the daily rate would increase to about $995 for weekdays and $530 for non-workdays.

When delays occur, items of work are set back into higher cost periods. The contractor has indicated increased labor costs for work which shifted from prior to May 1 to after May 1, the annual date for implementing new labor contracts. The 2% claimed is due mainly to increased fringe benefits. The escalated costs are experienced each time there is an increase. We have attempt to identify the magnitude of the labor hours shifted each year by evaluating the delays recognized as the project progressed. The price for reinforcing steel and for concrete also increased during the course of the project and are included in the analysis. On other projects insurance rates also increased dramaticly and we found indications of such an increase on this project the those costs were not claimed and we could not quantify them.

The contract called for the contractor to pay RR flagging costs charged beyond a set number of days. In conjunction with the increased time previously allowed the number of state paid days was increased. A similar increase in state days for days is identified in this analysis and the amount the contractor was charged for those days recognized in the analysis.

The overhead rate used in the analysis was computed by determining the value of work the contractor would have to peform each day to complete work on time. Overhead was assumed to be 7% of that daily amount. The percentage used in the analysis is conservative and could easily be 10 to 12%. Also, in the analysis, the cost for "idled" equipment is not included and some such costs could reasonably be recognized.

UNION TO 39TH CLAIM SETTLEMENT ANALYSIS

RECONSIDERATION OF TIME NOT PREVIOUSLY ALLOWED

	REQUESTED	COMP	NON-COMP	TP&DT ALLOWABLE
PIPE BEDDING CHANGE CHANGED TO CLASS "A" BEDDING, TOTAL OF 2502 LIN FT. REQUIRED 55 DAYS TO PLACE PIPE. CONTRACTOR CLAIMS SHOULD HAVE ONLY REQUIRED 36 DAYS. WE AGREE A 1/3 PRODUCTIVITY LOSS WOULD HAVE BEEN EXPECTED	19		19	19
RETAINED EARTH WALLS - CORROSION CONTROL CONTRACTOR CLAIMED COULD HAVE GOTTEN EARLIER START ON WALL # 4 IF NOT FOR CHANGE IN CORROSION PROTECTION SYSTEM. WE AGREE AND FEEL TIME IDENTIFIED AS REASONABLE	17	17		17
DETOUR DESIGN CONFLICTS CONTRACTOR CLAIMS CONFLICTS BETWEEN DETOUR STRUCTURES AND WHITE PAVING EXISTED AND REDESIGNED STRUCTURES TO ELIMINATE CONFLICT. WE AGREE AND SUGGEST A BENIFIT TO THE PROJECT BY THE REDESIGN. WE FEEL SOME RECOGNITION OF REDESIGN AND DESIGN APPROVAL IS REASONABLE. ALSO DELAY WHILE LONGITUDINAL BRACING WAS ADDED AT INSISTANCE OF THE RR	117	40		40
TEMPORARY SURFACING PAVING TO FILL IN RUTTING DONE ON EWO. ORIGINALLY WE RECOMMENDED AGAINST THIS ITEM BUT FOUND WE HAD A BAD DATE FOR OPENING TO TRAFFIC AND IT NOW APPEARS PAVING DID CAUSE DELAY	7		7	7
COLD PLANING REASONABLE TO RECOGNIZE THE 5 DAYS OF ACTUAL EXTRA WORK	5		5	5
INCREASE IN CONCRETE PAVING DEPTH WE AGREE INCREASING THE DEPTH DID SLOW PROGRESS ON THE CRCCP IN THE PA, WE INCLUDED COMPENSATION FOR 3 DAYS TP&DT. NOW FEEL DELAY MORE LIKE 9 DAYS	9		9	6
	174	57	40	94
OTHER NON RECOGNIZED ITEMS OF EXTRA WORK AND CONTRACT QUANT CHG ORIGINAL CONTRACT WORK AND TIME REQUIRED ACCOMPLISHING ABOUT $32,000 WORTH OF WORK PER DAY. OTHER NON CONSIDERED WORK INCLUDED ABOUT $650,000 IN PA AND EWOS AND REDUCTION OF ABOUT $220,000 IN BID ITEM WORK			15	15
IDENTIFIED INCREASE IN TIME WHICH COULD BE RECOGNIZED THIS ANALYS	174	57	55	109
ORIGINALLY GRANTED TIME CONSIDERED FOR TP&DT AND COMP		24		161
		81	55	270
TIME PREVIOUSLY ALLOWED FOR TP&DT				3
TOTAL DAYS		81	55	273

ADDITIONAL COSTS RECOGNIZED

TP&DT	200 WORK DAYS@	926	185200

ADDITIONAL COSTS RECOGNIZED

TP&DT	200 WORK DAYS@	926	185200	
	70 NON W.D @	463	32410	
		TOTAL TP&DT		217610

TP&DT INCLUDES BID ITEMS TP&DT, TEMP SIGNING, PLASTIC MARKERS ET

ESCALATION COSTS BASED ON VARYING DELAYS MAXIMUM 273 DAYS

REBAR	34000	
LABOR	86000	
CONCRETE	7000	
		127000
TOTAL DIRECT COSTS (ESC AND TP&DT)		344610
RAILROAD FLAGGING FOR EXTENDED TIME		27000
IF LIQ DAMAGES REDUCED BY IDENTIFIED DELAYS 112DAYS @ 1200		134400
		506010

IF O'HEAD RECOGNIZED ON COMP TIME

81 DAYS @ 7%			
$33 K / DAY @ 7%		2310	187110
			693120

CLAIM WAS FILED IN MARCH 1985 SO UP TO 36 MONTHS INTEREST
BE DUE AT UP TO 1 1/2% PER MONTH

36 MO	@	1.5% /MO	54%	
693120		1.54		1067405

9513

March 14, 1988

CON 5 - 9513

Oregon Laborers Employers Trust Funds
2929 N. W. 31st Avenue
Portland, OR 97210-1771

Attn: Fred A. Hughes
Trust Coordinator

Thank you for the Notice, which we received on February 22, 1988, stating that Oregon Laborers-Employers Trust Funds releases the claim for fringe benefits due the employees of Atlas Building Wreckers in the amount of $16,969.78.

This was in connection with the S. J. Groves & Sons Company Contract No. 9513 for work on the N.E. Union Avenue-N.E. 39th Avenue Section of the Columbia River Highway.

We will note this information in our records.

Fran Neavoll
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
6140 Horseshoe Bar Rd.
Loomis, CA 95650

American Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: Bryant Jackmond

FKN:cv

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM

ON

PUBLIC WORKS BOND

TO: State of Oregon
Secretary of State
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS releases the claim dated May 12, 1987 for fringe benefits due to the employees of Atlas Building Wreckers in the sum of $16,969.78, which S.J. Groves is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and American Insurance is the surety, for that project known as N.E. Union Ave. - N.E. 39th Ave. Section of Col. River Hwy.

Project #9513 OSHD

DATED:

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By Fred A Hughes
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

cc: Department of Transportation
S.J. Groves & Son
John Widmer
The American Insurance Co.

RECEIVED
FEB 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(4)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME
Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
Spetmber 28, 1987

8. FEDERAL ROUTE NUMBER
FAP 68

9. STATE ROUTE NUMBER
2

10. GENERAL LOCATION:
N. E. Union Avenue - N. E. 87th Ave. (Portland)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [X] OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Gilmour's letter dated 9/18/87 we approve contingent upon modification of Project Agreement if additional funds are required, Federal participation in the final cost of $10,561 for relocation of the sanitary sewer and required inspection done by the City of Portland Bureau of Environmental Services.

RECEIVED
STATE HWY ENGR
OCT 8 '87
Gilmour
REFER TO
Potter
FOR

Info	Inves	R/D	D/E	Sign	Act	File

14. DATE 10/7/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1987

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
CAM GILMOUR

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Cost Overrun
Field Inspection, Sanitary Sewer Relocation
Portland Bureau of Environmental Services
NE Union Ave.-NE 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project No. IX-68(4)

Reference is made to D. E. Swan's letter of April 27, 1983, which submitted an estimate of cost for the field inspection of sanitary sewer relocation work by the City of Portland's Bureau of Environmental Services and to your Letter of Approval and/or Authorization, dated May 24, 1983, which approved participation in the estimated cost of $8,644.00. Copies of my letter and your PR-1240 are attached.

The relocation of the sanitary sewer and required inspection have been completed and a final billing of cost, in the amount of $10,561.00, received. The final cost of $10,561.00 exceeds the estimated cost of $8,644.00 by $1,917.00 or 22.18%. The Bureau of Environmental Services in a letter dated June 23, 1987, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Bureau of Environmental Services has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $10,561.00 is requested.

JMC:jkh/Attachments

cc: Don Adams
J. M. Cartwright
Larry Olson
Rose Wickham, Hwy. Acctg.

D. R. ADAMS

RECEIVED
STATE HWY ENGR
SEP 21 '87
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form 734-3122 (1-87)

9513

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME
Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
July 7, 1987	FAP 68	2

10. GENERAL LOCATION:
N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested in Mr. Potter's letter of 6/25/87 we approve the Program Change to joint finance the subject project utilizing Appn Code 178 funds.

This change will require the following revision:
1. Appn Code ----- add "178" funds

Orig to 7/20

RECEIVED
STATE HWY ENGR
JUL 17 '87
REFER TO
Potter

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
7/15/87	John T. Price	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

OREGON LABORERS-EMPLOYERS TRUST FUNDS

2929 N.W. 31st AVENUE PORTLAND, OREGON 97210 (503) 224-0346

ADMINISTERED BY:
ASSOCIATED ADMINISTRATORS, INC.

HEALTH AND WELFARE TRUST FUND
EMPLOYEE TRUSTEES
J. ABBOTT, CHAIRMAN
H. HERZBERG
L. GARCIA
B. GUSTAFSON
S. BRADLEY
EMPLOYER TRUSTEES
J. VAN LOM, SECRETARY
K. TWEDT
H. DICK
A. WEEKS
JAY MINOR
PENSION TRUST FUND
EMPLOYEE TRUSTEES
J. ABBOTT, CHAIRMAN
C. ANDERSON
L. CLINTON
H. STOVER
J. UPSHAW
EMPLOYER TRUSTEES
A. NORBRATEN, SECRETARY
J. VAN LOM
R. CRONN, SR.
K. TWEDT
A. WEEKS
VACATION TRUST FUND
EMPLOYEE TRUSTEES
J. ABBOTT, CHAIRMAN
H. STOVER
J. UPSHAW
EMPLOYER TRUSTEES
R. CRONN SR., SECRETARY
A. WEEKS
JAY MINOR
TRAINING TRUST FUND
EMPLOYEE TRUSTEES
J. ABBOTT, CHAIRMAN
H. STOVER
G. GRITZ
EMPLOYER TRUSTEES
R. CRONN SR., SECRETARY
A. WEEKS
JAY MINOR

CERTIFIED MAIL

#9513

May 12, 1987

State of Oregon
Secretary of State
Salem, Oregon 97310

Gentlemen:

Although you have already received a copy of the attached claim, per the attached letter from Commission Services, I am filing directly with you in case it will affect the validity of the claim.

Sincerely,

Fred A. Hughes c.c.

Fred A. Hughes
Trust Coordinator

FAH:cc

cc: Department of Transportation
S.J. Groves & Son Co.
Gary Tyler

RECEIVED
DOT DIRECTOR
MAY 1 2 '87
REFER TO
FOR
Dir. Dep. Dir. Asst. Dir. Admin. Asst. Dir. Asst. Dir. Asst. Dir. Asst. Dir. File

RECEIVED
MAY 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp nec.
as claim already filed

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: State of Oregon
Secretary of State
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Atlas Building Wreckers, working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of $16,969.78 which includes liquidated damages of $1,487.15 and interest in the amount of $3,839.70 against Bond No. (unknown) issued on (unknown) which S.J. Groves is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and American Insurance is the surety, for that project known as N.E. Union Ave. - N.E. 39th Ave. Section of Col. River Hwy.

Project #9513

OSHD

DATED: 5/12/87

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By _____

Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

cc: Department of Transportation
S.J. Groves & Son

RECEIVED
MAY 14 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.
as claim already
filed

9513

May 4, 1987

Oregon Laborers Employers
Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

CON 5 - 9513

Attention: Fred A. Hughes
Trust Coordinator

We have received your claim letter dated April 7, 1987, filed against the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$16,969.78 including liq. damages of $1,487.15 and interest in the amount of $3,839.70
FOR:	Fringe benefits due employees of Atlas Building Wreckers
AGAINST (PRIME CONTRACTOR)	S. J. Groves & Sons Company
CONTRACT NO:	9513
PROJECT:	N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail) Section, Columbia River Highway, Multnomah County
SURETY:	The American Insurance Company

Under Oregon law, you will need to address this claim direct to the Secretary of State and the prime contractor. The Secretary of State's address is 143 Capitol Building, Salem, OR 97310. We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

NOTED ON CARD
5-4-87 eej

Fran Neavoll
COMMISSION SERVICES

FKN:slp
Attachment
cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

S. J. Groves & Sons Co.
6140 Horseshoe Bar Rd.
Loomis, CA 95650

bc: Bryant Jackmond

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Atlas Building Wreckers, working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of $16,969.78 which includes liquidated damages of $1,487.15 and interest in the amount of $3,839.70 against Bond No. (unknown) issued on (unknown) which S.J. Groves is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and American Insurance is the surety, for that project known as N.E. Union Ave. - N.E. 39th Ave. Section of Col. River Hwy.

Project #9513

OSHD

DATED: 4/7/87

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By _____
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

224-0346

cc: Secretary of State

RECEIVED
[illegible]
ADMINISTRATIVE SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-68(5)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10030

2A. COUNTY NAME: Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19 '87
REFER TO
Letter
FOR

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
February 27, 1987	FAP 68	2

10. GENERAL LOCATION:

N. E. Union Ave. - N. E. 39thAve.

11. GENERAL DESCRIPTION OF WORK

Remount detector amplifier cabinets

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/27/87 as requested in Mr. Fredrickson's letter of 3/12/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 29 is approved to a TEC of $4,000; Federal Funds $3,400.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/18/82		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-68(5)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10030

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19'87
REFER TO
FOR

7. DATE AUTHORIZATION EFFECTIVE: February 2, 1987

8. FEDERAL ROUTE NUMBER: FAP 68

9. STATE ROUTE NUMBER: 2

10. GENERAL LOCATION:

N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK

Reinstall glare shields

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/2/87 as requested in Mr. Fredrickson's letter of 3/12/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No.26 is approved to a TEC of $5,000; Federal Funds $4,250.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/18/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

March 12, 1987

CON 5 - #9513

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of March 3, 1987, advising us that your claim filed December 15, 1986, in the amount of $2,210.81 has been paid.

This was in connection with the S. J. Groves & Sons Company Contract No. 9513 for work on the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project.

This information will be noted in our records and we will advise the surety and contractor.

Fran Neavoll
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
6140 Horseshoe Bar Road
Loomis, CA 95650

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State: Filed 12-29-86; CL 1986-0356

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
3-12-87cc

AGC-OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

March 3, 1987

Ms. Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: File No. CON 5 - #9513

Dear Ms. Neavoll:

Please be advised that our claim filed December 15, 1986 in regards to the above matter in the sum of $2,210.81 in contributions has now been paid.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: G. Kevin Kiely

RECEIVED
MAR 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
FRANCIS WICKLANDER, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
CHARLES MARLIN
MARK HOLLIDAY

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-68(5)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10030

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
MAR 6 '87
REFER TO
FOR
Info | Insect | R/D | D/R | Sec | Act | File

7. DATE AUTHORIZATION EFFECTIVE: December 22, 1986

8. FEDERAL ROUTE NUMBER: FAP 68

9. STATE ROUTE NUMBER: 2

10. GENERAL LOCATION:

N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK

Install barrier and other protective devices

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- [X] CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- [ ] OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/22/86 as requested in Mr. Fredrickson's letter of 2/25/87 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 27 is approved to a TEC of $4,500; Federal Funds $3,825.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/3/87		For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

February 20, 1987

Hamilton Electric, Inc.
232 West 5th Avenue
P.O. Box 708
Eugene, OR 97440

CON 5 - #9513

We have received your letter dated January 16, 1987, filing a claim against the following Highway Division contract:

FILED BY:	Hamilton Electric, Inc.
AMOUNT:	$206,596.99
FOR:	Labor and materials
AGAINST (Prime contractor)	S. J. Groves & Sons Company
CONTRACT NO.:	9513
PROJECT:	N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail)
SURETY:	The American Insurance Co.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

bk

cc: S. J. Groves & Sons Company
6140 Horseshoe Bar Rd.
Loomis, CA 95650

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bbc: O. B. Jackmond

HE
ELECTRICAL CONTRACTING

January 16, 1987

CERTIFIED MAIL - Return Receipt Requested

Secretary of State
State Capitol Building
Salem, Oregon 97310

Oregon State Highway Department
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

S.J. Groves & Sons Company
P.O. Box 1267
Minneapolis, MN 55440

The American Insurance Company
121 S.W. Salmon, Suite 830
Portland, Oregon 97204

Re: Notice of Claim Against Payment Bond; OSHD Contract No. 9513, N.E. Union - N.E. 39th Columbia River Highway Project, Multnomah County, Oregon

Notice is hereby given pursuant to ORS 279.526 that the undersigned Hamilton Electric, Inc., has a claim for labor and materials provided to S.J. Groves & Sons Company and used for the electrification of the above-referenced project in the sum of $206,596.99 against the bond taken from S.J. Groves & Sons and The American Insurance Company.

HAMILTON ELECTRIC, INC.

Emerson Hamilton

HAMIEL7/H5

RECEIVED
JAN 22 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

9513 CL 1986-0356

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 29, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9513

AGC-Operating Engineers
Local 701 Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Gary Harrison
Trust Administrator

FILED
DEC 31 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your Notice of Claim dated December 15, 1986, against the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Local 701 Trust Funds
AMOUNT:	$2,210.81 together with liquidated damages of $243.06 and interest until paid
FOR:	Fringe benefits due employees of Hopsing Construction, Inc.
AGAINST (PRIME CONTRACTOR):	S. J. Groves & Sons Company
CONTRACT NO.:	9513
PROJECT:	NE Union Avenue-NE 39th Avenue (Banfield Light Rail) Section, Columbia River Highway, Multnomah County
SURETY:	The American Insurance Co.

NOTED ON CARD
1-2C-87cc

TR1-0178 (10-86)

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
6140 Horseshoe Bar Road
Loomis, CA 95650

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JAN - 6 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Oregon Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of HOPSING CONSTRUCTION, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of TWO THOUSAND TWO HUNDRED TEN AND 81/100ths DOLLARS, ($2,210.81) contributions together with liquidated damages of TWO HUNDRED FORTY THREE AND 06/100ths DOLLARS, ($243.06) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. _____ on which S. J. GROVES AND SONS CO. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION is the owner, and AMERICAN INSURANCE COMPANY is the surety, for that project known as OSHD #9513 - NE UNION/NE 39th SECTION OF COLUMBIA RIVER HIGHWAY, MULTNOMAH COUNTY, OREGON.

DATED: 12/15/81

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Gary Harrison
Trust Administrator
P. O. Box 4668
Portland, OR 97208

***Subject to revision

Schedule 1 of 2

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
OSHD #9513 - Hopsing Const., Inc.

		1984	
		AUGUST	TOTAL
Fleming, M. 548-58-7506		4.0	4.0
Ward, G. 501-38-4918		4.0	4.0
TOTAL HOURS:		8.0	8.0
CONTRIBUTIONS:			
HEALTH & WELFARE	$2.03	$16.24	$16.24
PENSION	1.47	11.76	11.76
TRAINING	0.10	0.80	0.80
CIAF	0.07	0.56	0.56
VACATION	1.00	8.00	8.00
SUBTOTAL		37.36	37.36
INTEREST		8.46	8.46
LIQUID. DAMAGES		8.68	8.68
TOTAL		$54.50	$54.50

Schedule 2 of 2

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
OSHD #9513 - Hopsing Const., Inc.

	1985 JANUARY	FEBRUARY	MARCH	APRIL	TOTAL
Krawczyk, J. P. 542-70-4425	18.5	68.0	91.0	62.0	239.5
Hildebrand, R. D. 537-52-7935	8.0				8.0
Ward, G. 501-38-4918	20.0	48.0	91.0	18.0	177.0
TOTAL HOURS:	46.5	116.0	182.0	80.0	424.5
CONTRIBUTIONS:					
HEALTH & WELFARE $2.48	$115.32	$287.68	$451.36	$198.40	$1052.76
PENSION 1.47	68.36	170.52	267.54	117.60	624.02
TRAINING 0.10	4.65	11.60	18.20	8.00	42.45
CIAF 0.07	3.26	8.12	12.74	5.60	29.72
VACATION 1.00	46.50	116.00	182.00	80.00	424.50
SUBTOTAL	238.09	593.92	931.84	409.60	2173.45
INTEREST	42.27	99.59	147.06	60.60	349.52
LIQUID. DAMAGES	28.49	63.58	96.91	45.40	234.38
TOTAL	$308.85	$757.09	$1175.81	$515.60	$2757.35

9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 28, 1986

In Reply Refer to
File No.:

CON 5
9513

S. J. Groves & Sons Company
Box 1267
Minneapolis, MN 55440

Re: Claim for Additional Compensation
Asphaltic Concrete Paving
NE Union Avenue-NE 39th Avenue
Contract No. 9513
FAP No. IX-68(5)

Your request for equitable adjustment for the reduction in quantity of Class "B" Asphaltic Concrete on the above contract was reviewed by the Contract Claims Review Board on September 18, 1986.

As a result of this review, and careful deliberation, the Engineer's decision in this matter is as follows:

The reduction in asphaltic concrete paving quantities placed in the leveling course did cause a change in the composite unit cost of performing this bid item of contract work. The composite unit cost and/or bid price included the asphaltic concrete leveling course and other asphaltic concrete paving work. The unit cost of these two work elements was not the same and a contract adjustment is warranted.

The anticipated production rate claimed by your subcontractor was examined and determined to be unrealistic. Based upon an evaluation of project records, and giving due consideration to information provided by your subcontractor, I find that an equitable adjustment of $27,000.00 in favor of the contractor is appropriate in this matter.

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

for Larry Rulien
State Highway Engineer

LR:mk

bc: W. E. Schwartz
C. O. Fredrickson
Al Harwood - Note: Please have the Project Manager prepare a Price Agreement for the amount of the equitable adjustment.
H. E. Broderick

Form 734-3122

STATE OF OREGON
PLANNING SECTION

INTEROFFICE MEMO
CON 4-4

TO: Larry Rulien
State Highway Engineer

DATE: October 2, 1986

FROM: Robert E. Royer, Chairman
Contract Claims Review Board

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 6 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Apt | File

SUBJECT: Claims Review Board Meeting
September 18, 1986
N.E. Union Avenue-N.E. 39th Avenue Section
Columbia River Highway
Multnomah County
Contract No. 9513 (1974) Standard Specifications
Project No. IX-68(5)

The claim of S. J. Groves & Sons Company of Bellvue, Washington, who was the prime contractor for the above-captioned contract, was heard again by the Claims Review Board on Thursday, September 18, 1986, in Room 205 of the Transportation Building from 9:30 a.m. to 10 a.m. The following people were in attendance at the meeting:

Representing the Oregon State Highway Div ion: R. E. Royer, D. R. Adams, J. B. Boyd, T. W. Litchfield, O. B. Jackmond, A. C. Harwood, H. E. Broderick, Joe Breniser, and Jack Sollis.

Representing S. J. Groves & Son Company: R. D. McClure, Project Manager, who arrived at 9:38 a.m.

Representing Lakeside Industries: Charles W. Gaskill, Division Manager.

Lakeside was the subcontractor who handled the AC paving for Groves on this contract, and the claim is primarily Lakeside's claim.

This meeting was held as a result of the final paragraph of your June 10, 1986 letter to Groves which stated:

> "The contract quantity of 48,500 tons of Class B asphaltic concrete stated in the plans was reduced to 45,405 tons by Price Agreements No. 4 and 76. No evidence was presented that the 23% reduction below this lesser figure actually caused you any financial hardship. If you have such evidence and wish to present it to the State, please submit it to our Project Manager, Harold E. Broderick, for evaluation."

Mr. Schwartz felt that any additional data should be reviewed by the Claims Review Board, so this meeting was held, and the contractor presented his financial records for our consideration.

Mr. Gaskill first reiterated his argument presented in the May 28 meeting: The reduction of 10,422 tons of asphaltic concrete was entirely in the leveling materials which Lakeside had estimated to be placed at 1,500 to 2,000 tons a day. He presented cost reports showing that Lakeside lost about $90,000 as a result of this reduction of quantity. Mr. Gaskill also acknowledged that the lack of efficiency was caused partly by Groves, the prime contractor (who, as stated in a memo by Mr. Broderick, "...insisted that paving be done before he had enough area ready to make it economical for the paving contractor."), partly by Lakeside, and partly by the State, which reduced the quantity. Therefore, he was proposing that the State's share was $36,893.88 (10,422 T x $3.54/T = $36,893.88. Lakeside's actual costs of placing AC = $3.54 per ton).

Mr. Gaskill stated that they could have paved at the rate of at least 1,500 tons per day on the 10,422 tons that were eliminated from the project. There were, in fact, 8,596.91 total tons of AC used in leveling work on this project, and this was performed intermittently during 12 days between October 7, 1983 and August 8, 1984. This was an average daily production rate of 716.01 tons, or less than half that Lakeside claims they could have done.

The Claim Review Board felt the contractor was entitled to something, but not at the suggested daily production rate of 1,500 tons. Since the actual average daily production was about 700 tons, we averaged these two figures and produced an average anticipated daily production rate of 1,100 tons. On this basis, we took 11/15ths of the contractor's $36,893.88 claim, which equals $27,055.51.

In a Memo to the File, dated December 26, 1985, from Mr. Broderick (attached), he analyzes the claim by Lakeside. His opinion was, and still is, that the contractor is entitled to some additional money, because we did eliminate some of his more profitable work, and recommends $27,000 as fair compensation for the eliminated work.

After hearing the facts of the case, it appears that we could have over-estimated the AC leveling required and we did reduce the quantity of AC materials by 10,422 tons. (We changed the grade during placement of the leveling course because the design grades did not fit.) Therefore, since both the Board and Project Manager agree (using different methods of computation), we recommend that the contractor be paid $27,000 as settlement of this claim.

TWL:ja

cc D. R. Adams
J. B. Boyd
T. W. Litchfield

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 239-8613
Date: December 26, 1985

File No: C09513

TO: THE FILE

FROM: HAROLD E. BRODERICK
Project Manager

SUBJECT: NE Union Ave.-NE 39th Ave. Sec.
Columbia River Highway
Contract No. 9513
LAKESIDE INDUSTRY'S CLAIM FOR EXTRA COMPENSATION

The bulk of the calculations in this claim are based on anticipated lay-down rates which, in my opinion, were not possible because of the very intricate traffic staging that was required. This was made more complex by a prime contractor who insisted that paving be done before he had enough area ready to make it economical for the paving contractor.

On numberous occasions the paving contractor had to wait while an area was made ready to pave, or quit paving and go home with a short shift. Some of this was probably unavoidable, but a good portion of it could have been avoided with proper planning.

We did underrun the bid quantity by some 23 percent.

Original bid quantity of asphalt mix	48,500 tons
Deleted on Price Agreement No. 4	395 tons } 3095
Deleted on Price Agreement No. 76	2,700 tons }
Revised quantities	45,405 tons
Material used	34,983.1 tons
Underrun revised bid quantities	10,421.9 tons

Percent underrun (45,405÷10,421.9= 22.95 percent

The major underrun in quantities had to be in the leveling. The quantities in the bid document were not computed to a neat line but were estimated to be an average of 5 inches over the existing pavement.

The travel lanes on this project are reinforced Portland Cement concrete. The asphalt was placed in detours, leveling, shoulders, and side roads. Of these, probably the detours and leveling could have had the best production and the lowest laydown costs.

The detours, shoulders, and side roads were done according to plans and specifications; therefore, I have to assume that the underrun was in the leveling work which could have been some of the contractor's more profitable work. The question is, how much profit would have been made if this 10,422 tons had been in the leveling.

I estimate that if this 10,422 tons had been in the project, the contractor would have placed it at two different times--half in the fall of 1983 and the remainder in the summer of 1984. Using his estimated material cost for $10.60/ton in 1983 and $12.08/ton in 1984, an average cost on the material cost would have been $11.34/ton.

The next question that has to be answered is what would his hauling and lay-down cost have been if he had placed this material?

After a review of the job records, I find that on only two occasions did he place asphalt in excess of 2,000 tons a day. He had one 2,400-ton day on a temp ~~[illegible] day for leveling.~~ ~~This was done on a day~~ with the freeway closed and he worked in excess of 16 hours.

If this additional material would have been incorporated in the leveling, I estimate he would have averaged about 1,200 tons a day on this additional tonnage and would have had a haul and lay-down cost of about $5.50/ton.

Bid price	$19.40	
Material costs	-11.34	
Haul & place	- 5.50	
	$2.56	$2.56 X 10,422 = $26,680.32

In my opinion the contractor has compensation coming because we did eliminate some of his more profitable work and $27,000 would be a fair adjustment.

ebg

9513

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

S.J. GROVES AND SONS COMPANY, a Minnesota corporation, Plaintiff, v. STATE OF OREGON, by and through the TRANSPORTATION COMMISSION, Defendant.	No. 86-09-05551 AFFIDAVIT OF GEORGE BELL

STATE OF OREGON)
) ss
County of Marion)

The affiant being duly sworn deposes and says:

I, George Bell, am Assistant Director of the Oregon Department of Transportation. The Transportation Commission of the State of Oregon is a public body created by ORS 184.612 which has its offices located in the city of Salem, Marion County, Oregon. The Department consists of the Transportation Commission, the Director and all personnel employed within the Department's various administrative divisions.

Contracts for the performance of work upon the highways of the state, including contract No. 9513 for work upon the Columbia River Highway, NE Union Avenue to NE 39th Avenue, are awarded in the name of the Commission upon bids received by the Highway Division in the city of Salem. Notices of award are sent from Salem and contract documents signed by the contractor are sent

/ / /

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310

with bonds to Salem for the Commission's approval and the signature by the State Highway Engineer.

Payments upon this contract and others are computed and issued by the Highway Division in Salem on the basis of estimates and vouchers returned from the field.

Records on file with the Commission show that payments upon this contract No. 9513 due and payable at Salem, Oregon were picked up by employes of the company from the Highway Division Accounting Control Office in Salem, Marion County, Oregon.

The affiant says no more.

George W. Bell

GEORGE BELL

Subscribed and sworn to before me this 22 day of October ~~September~~, 1986.

Frances K. Neavoll

Notary Public for Oregon
My Commission Expires: 8-9-90

DEPARTMENT OF JUSTICE
JUSTICE BUILDING
SALEM, OREGON 97310

jc

U. S. DEPARTMENT OF TRANSPORT
FEDERAL HIGHWAY ADMINIS

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IX-68(5)

2. STATE PROJECT NO.: See Below

3. FROM: Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 10030

2A. COUNTY NAME: Multnomah

6. TO:

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE: August 1, 1985

8. FEDERAL ROUTE NUMBER: FAP 68

9. STATE ROUTE NUMBER: 2

10. GENERAL LOCATION:

N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK

Construction of a railroad access road

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/1/85 as requested in Mr. Fredrickson's letter of 10/9/86 as being cost effective for the use of Union Pacific Railroad Co. forces to proceed with the above work.

State Force Orders No. 21 and 21 Supplemental are approved to a TEC of $30,926.27; Federal Funds $26,287.

RECEIVED
STATE HWY ENGR
OCT 27 '86
REFER TO
Potter
FOR

Info	Inver	R/D	D/R	Sign	Act	File

Orig. to 10/27

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/24/86	G. K. Hansmer	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7513

August 28, 1986

CON 5 - #9513

Kobin & Kobin
Attorneys at Law
610 S.W. Alder Street
Portland, OR 97205

Thank you for your letter of August 25, 1986, on behalf of Western-Pacific Construction Materials company, a Division of Riedel International, Inc., informing us that the claim filed on March 31, 1983, has been settled.

You state this is in reference to the S. J. Groves & Sons Company Contract No. 9513 for work on the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

George Bell
Assistant Director

cc: S. J. Groves & Sons Company
2255 116th Avenue NE
Bellevue, WA 98004

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State: Filed 5-4-83. CL #83-74

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
8-28-86 cc

KOBIN & KOBIN
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 222-3184

NORMAN B. KOBIN
CHARLES L. KOBIN

SCHWAB, HILTON & HOWARD
OF COUNSEL

LEO LEVENSON
OF COUNSEL
(1903-1981)

August 25, 1986

Mr. Robert Gormsen
Oregon Department of Transporation
Commission Services
Transportation Bldg., Room 121
Salem, Or 97310

Re: Our Client: Western-Pacific Construction Materials Company
Contract #: 9513
Northeast Union to Northeast 39th Avenue Section of the Columbia River Hwy. Project
Notice of Claim - 3/31/83 against S. J. Groves & Sons Co. and its Surety, The American Insurance Company

Gentlemen:

As attorneys for Western-Pacific Construction Materials Company, a division of Riedel International, Inc., be advised that the claim filed as referenced above by our client was resolved by Circuit Court action in Multnomah County and a Settlement and Release Agreement had been executed between Riedel International, Inc. and The American Insurance Company, the bonding company for S. J. Groves & Sons Company.

Very truly yours,

KOBIN & KOBIN

Charles L. Kobin

cc: Mr. Mark Connelly, Western Pacific Construction Materials Company
Mr. Bob Wolfe, S. J. Groves & Sons Company

RECEIVED
AUG 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 16, 1986

CON 5 - #9621, 9513, 9594

Furrer & Scott
Law Offices
P.O. Box 23414
Tigard, OR 97223

Attention: Marcia L. Jory

Thank you for your letter of July 11, 1986, advising us that your client, Star Rentals, Inc., has received payment in full for its claims which were previously filed on Contract Nos. 9621, 9513, and 9594.

This appears to be in reference to the claim in the amount of $5,011.17 against the following three contracts:

Contract No. 9621 with S. J. Groves & Sons Company for the S. Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.

Contract No. 9513 with S. J. Groves & Sons Company for the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section of the Columbia River Highway in Multnomah County.

Contract No. 9594 with R. A. Hatch Co. for work on the N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Project, Columbia River Highway, Multnomah County.

This information will be noted in our records and we will advise the sureties, contractors, and agent.

George Bell
Assistant Director

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD 7/16/86 EC

bc: Secretary of State: Claim filed 9-30-85; CL 1985-0167

bbc: Bryant Jackmond

FKN:cc

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223-6105

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

July 11, 1986

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File No. CON 5 9594, 9621, and 9513

Dear Mr. Gormsen:

This letter is to advise you that my client, Star Rentals, Inc. has received payment in full of its claim which was previously filed through your office on the above-referenced contracts. Accordingly, I am closing my client's file with respect to its claim for equipment rented to Hopsing Construction and no further action will be taken. I would appreciate your reflecting this fact in your files so that yours will also reflect that my client has received payment in full.

If you have any questions, please give me a call.

Very truly yours,

Marcia L. Jory

MLJ/b
cc: Star Rentals, Inc.

RECEIVED
JUL 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513

3 yellows

CON 5 - 9594, 9621 & 951

LAW OFFICES
FURRER & SCOTT
~~9155 S. W. BURNHAM STREET~~
POST OFFICE BOX 23414
TIGARD, OREGON 97223

Attention: Marcia L. Jory

Thank you for your letter of July 11, 1986, advising us that your client, Star Rentals, Inc., has received payment in full of its claims which were previously filed on Contract Nos. 9621, 9513, and 9594.

This appears to be in reference to the claim in the amount of $5,011.17 against the following three contracts:

Contract No. 9621 with S. J. Groves & Sons Company for the S. Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.

Contract No. 9513 with S. J. Groves & Sons Company for the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section of the Columbia River Highway in Multnomah County.

Contract No. 9594 with R. A. Hatch Co. for work on the N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Project, Columbia River Highway, Multnomah County.

This information will be noted in our records and we will advise the sureties, contractors, and agent.

cc sureties
agent
contractors

bc Sec. of State: Claim filed 9-30-85 CL 1985-0167

bbc Bryant Jackmond

line out all entries on card that mention this claim as well as partial payments are listed on card.

line out this entry too

7-11-86 Letter from Furrer & Scott on behalf of Star Rentals Inc., stating client has received payment in full for its claim against 9594, 9621 and 9513

— . ack above letter. cc sureties, agent, contractor, Sec of State + constr.

June 24, 1986

CON 5 - #9513, 9594, 9855
9854, & 9621

Wood Tatum Mosser Brooke & Landis
Law Offices
1001 Southwest Fifth Avenue
13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of June 17, 1986, stating that the claim of $12,375.61 has been paid.

This was in connection with Contract No. 9621 with S. J. Groves & Sons Company for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway.

You had previously notified us that the following claims had been paid:

Contract No. 9513 with S. J. Groves & Sons Company in amount of $6,975.14

Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. & R. A. Hatch, a JV in the amounts of $1,323.44 and $81,113.06

Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co. in the amount of $2,013.18.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
6-24-86 cc

bc: Secretary of State: Filed CL 1985-0218; 11-29-85
bbc: Bryant Jackmond FKN:cc

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
JOE D. BAILEY
ROBERT I. SANDERS
JEFFREY E. BOLY
JOHN C. MERCER
WILLIAM P. BUREN
JOHN M. COWDEN
CRAIG C. MURPHY
KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1983)

RCA 296522
FAX 503-241-7235

June 17, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

All claims on the following contracts have been paid in full:

1. Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14.

2. Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45.

3. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44.

4. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06.

5. Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

6. Contract No. 9621 with S. J. Groves and Sons Company in the amount of $12,375.61.

Your records should reflect payment on the first five contracts. The sixth (No. 9621) was paid this week.

Very truly yours,

Peter Livingston

PETER LIVINGSTON

PL/jlt
13.13/PL
cc: Mark M. LeCoq, Esq.
Saundra Martell
S. J. Groves and Sons Company

RECEIVED
JUN 18 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

9513

June 24, 1986

CON 5 - #9513

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

Thank you for your letter of June 17, 1986, advising us that the claim for materials in the amount of $4,709.98 has been paid.

You state this is in reference to the S. J. Groves & Sons Company Contract No. 9513 for work on the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section of the Columbia River Highway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State: Filed 7-18-83; #CL 83-134

bcc: Bryant Jackmond FKN:cc

NOTED ON CARD
6-24-86 cc

FARWEST STEEL
Corporation

June 17, 1986

Oregon State Department of Transportation
Attention: Robert W. Gormsen
Transportation Building
Salem, Oregon 97310

Notice is hereby given that the undersigned Farwest Steel Corporation has been paid for the materials included in Farwest Steel's bond claim dated May 20, 1983 and June 30, 1983, in the sum of $4,709.98. Copies of the bond claims are attached hereto as Exhibit "A".

Farwest Steel Corporation hereby releases S.J. Groves & Sons Company and The American Insurance Co. from all claims and demands arising from materials supplied to NYFAB for use on Oregon Department of Transportation Contract No. 9513, N.E. Union Avenue - N.E. 39th Avenue (Banfield Light Rail) Section, Columbia River Hwy., Multnomah County.

Farwest Steel Corporation

C.W. Cooley
Treasurer

CWC/slh

Enclosure

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST STEEL
Corporation

NOTICE OF UNPAID CLAIM
(Oregon Public Works)

TO: OREGON DEPARTMENT OF TRANSPORTATION
Attention: Robert Gormsen, Commission Services
121 Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of Four Thousand Five Hundred Thirty One Dollars and Sixty Cents ($4,531.60), against the bond posted by S. J. GROVES & SONS COMPANY, P.O. BOX 13160, ROSE CITY PARK STATION, PORTLAND, OREGON 97213 as principal, and FIREMAN'S FUND AMERICAN INSURANCE COMPANY 121 S. W. SALMON, SUITE 900, PORTLAND, OREGON 97204 as surety, for STRUCTURAL STEEL for the work of OSHD CONTRACT #9513, COLUMBIA RIVER HIGHWAY, N.E. UNION AVENUE/N.E. 39TH AVENUE SECTION, MULTNOMAH COUNTY, PORTLAND, OREGON and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 20th day of May, 1983.

FARWEST STEEL CORPORATION

RICHARD E. JONES
Executive Vice President and
General Manager

RECEIVED
JUN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2000 Henderson Avenue • Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: S. J. GROVES & SONS COMPANY
P. O. BOX 13160
ROSE CITY PARK STATION
PORTLAND, OREGON 97213

YOU ARE HEREBY NOTIFIED That the undersigned FARWEST STEEL CORPORATION has a claim in the sum of Four Thousand Seven Hundred Nine Dollars and Ninety Eight Cents ($4,709.98) due against the bond taken from S. J. GROVES & SONS COMPANY, as principal, and THE AMERICAN INSURANCE COMPANY, as surety, for the work or labor and materials performed or furnished by us on N. E. Union Avenue - N. E. 39th Avenue (Banfield Light Rail) Section, Columbia River Highway, Multnomah County, Portland, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Structural Steel
as per plans and specifications

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Contract No. 9513
Project: Work on N. E. Union Avenue
N. E. 39th Avenue, (Banfield Light
Rail) Section, Columbia
River Highway, Multnomah County
Portland, Oregon

That said materials and/or labor were furnished to and received by NYFAB with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 1st day of February, 1983, which labor was performed and/or materials were furnished as follows:

Mild Steel Plate, Hot Rolled Flat Bar

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS. 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 30th day of June, 1983.

FARWEST STEEL CORPORATION

TO: S. J. GROVES & SONS COMPANY
P. O. BOX 13160
ROSE CITY PARK STATION
PORTLAND, OREGON 97213

YOU ARE HEREBY NOTIFIED That the undersigned FARWEST STEEL CORPORATION has a claim in the sum of Four Thousand Seven Hundred Nine Dollars and Ninety Eight Cents ($4,709.98) due against the bond taken from S. J. GROVES & SONS COMPANY, as principal, and THE AMERICAN INSURANCE COMPANY, as surety, for the work or labor and materials performed or furnished by us on N. E. Union Avenue - N. E. 39th Avenue (Banfield Light Rail) Section, Columbia River Highway, Multnomah County, Portland, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Structural Steel
as per plans and specifications

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Contract No. 9513
Project: Work on N. E. Union Avenue
N. E. 39th Avenue, (Banfield Light
Rail) Section, Columbia
River Highway, Multnomah County
Portland, Oregon

That said materials and/or labor were furnished to and received by NYFAB with authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 1st day of February, 1983, which labor was performed and/or materials were furnished as follows:

Mild Steel Plate, Hot Rolled Flat Bar

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS. 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 30th day of June, 1983.

FARWEST STEEL CORPORATION
P. O. Box 889
Eugene, Oregon 97440

RICHARD E. JONES
Executive Vice President
and General Manager

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986-0229

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 24, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9513

FILED
JUN 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

AGC - Operating Engineers
Local 701 Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Gary Harrison
Trust Administrator

We have received your Notice of Claim dated June 9, 1986, concerning the following Highway Division contract:

FILED BY:	AGC - Operating Engineers Local 701 Trust Funds
AMOUNT:	$2,042.75 together with liquidated damages of $241.20 and interest until paid.
FOR:	Fringe benefits due employees of Atlas Building Wreckers, Inc.
AGAINST (PRIME CONTRACTOR):	S. J. Groves & Sons Company
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section, Columbia River Highway, Multnomah County
SURETY:	The American Insurance Company

NOTED ON CARD
7-8-86 cc

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

The American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC-OPERATING ENGINEERS TRUST FUNDS

ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 129 582 571

June 9, 1986

American Insurance Company
P. O. Box 3825
Portland, OR 97208

RE: Project: OSHD #9513 - NE Union/NE 39th Section of Columbia River Highway, Multnomah County, Oregon
Prime: S. J. Groves and Sons Co.
Sub.: Atlas Building Wreckers, Inc.
Surety: American Insurance Company

Gentlemen:

Enclosed please find Notice of Claim on Public Works Bond regarding fringe benefits due to the AGC - Operating Engineers Local 701 Trust Funds for work performed by employees of Atlas Building Wreckers, Inc. Copies of this claim have been forwarded to the Secretary of State, Department of Transportation, Atlas Building Wreckers, Inc. and S. J. Groves and Sons Co.

The total amount due as of June 20, 1986 is $2,793.96. We would appreciate hearing from you regarding payment of this claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

RECEIVED
JUN 10 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: Alice Goldstein
Secretary of State
Department of Transportation

Atlas Building Wreckers, Inc.
S. J. Groves and Sons Co.

I.U.O.E. Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
DEAN WEAR, *Secretary*
CHARLES WALLING, *Vice Secretary*
CHARLES MARLIN
FRANCIS WICKLANDER

AGC Oregon-Columbia Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

RETURN RECEIPT REQUEST RRR#P 129 582 572

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: State of Oregon
Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of ATLAS BUILDING WRECKERS, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of TWO THOUSAND FORTY TWO AND 75/100ths DOLLARS, ($2,042.75) contributions together with liquidated damages of TWO HUNDRED FORTY ONE AND 20/100ths DOLLARS, ($241.20) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. _____ on which S. J. GROVES AND SONS CO. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION is the owner, and AMERICAN INSURANCE COMPANY is the surety, for that project known as OSHD #9513 - NE UNION/NE 39th SECTION OF COLUMBIA RIVER HIGHWAY, MULTNOMAH COUNTY, OREGON.

DATED: June 9, 1986

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

RECEIVED
JUL 10 1986
COMMISSION SERVICES
DEPT OF TRANSPORTATION

Gary Harrison
Trust Administrator
P. O. Box 4668
Portland, OR 97208

***Subject to revision

Schedule 1 of 3

ATLAS BUILDING WRECKERS #3035
Schedule of Unreported Hours Per Certified
Payrolls through May 26, 1985 only
Project: OSHD 9513 - NE Union/NE 39th Section of
Columbia River Hwy

	1983			
	July	Oct.	Nov.	TOTAL
Gehrig, R. 543-38-9524	61.5			61.5
Petersen, T. 542-72-4618		38.5	44.0	82.5
Stroller, E. 543-40-0821		19.0		19.0
Myer, M. 543-80-3528		9.0		9.0
Payne, S. 506-32-2823			11.0	11.0
	61.5	66.5	55.0	183.0
H & W @$1.78	$109.47	$118.37	$ 97.90	$ 325.74
Pension @$1.47	90.41	97.76	80.85	269.02
Training @$ .10	6.15	6.65	5.50	18.30
CIAF @$ .07	4.31	4.66	3.85	12.82
Vacation @$1.00	61.50	66.50	55.00	183.00
Subtotal	$271.84	$293.94	$243.10	$ 808.88
Liquidated Damages	31.76	33.94	28.93	94.63
*Interest	93.80	89.59	71.70	255.09
TOTAL	$397.40	$417.47	$343.73	$1,158.60

*Interest computed at the rate of 12% per annum from date of delinquency to June 20, 1986.

Schedule 2 of 3

ATLAS BUILDING WRECKERS #3035
Schedule of Unreported Hours Per Certified
Payrolls through May 26, 1985 only
Project: OSHD 9513 - NE Union/NE 39th Section of
Columbia River Hwy

	1984				
	May	June	July	Sept	TOTAL
Gehrig, R. 543-38-9524	38.0			40.0	78.0
Petersen, L. Unknown		30.0	114.0		144.0
	38.0	30.0	114.0	40.0	222.0
H & W @$2.03	$ 77.14	$ 60.90	$231.42	$ 81.20	$ 450.66
Pension @$1.47	55.86	44.10	167.58	58.80	326.34
Training @$ .10	3.80	3.00	11.40	4.00	22.20
CIAF @$ .07	2.66	2.10	7.98	2.80	15.54
Vacation @$1.00	38.00	30.00	114.00	40.00	222.00
Subtotal	$177.46	$140.10	$532.38	$186.80	$1,036.74
Liquidated Damages	22.48	18.80	57.44	23.40	122.12
*Interest	42.00	31.74	115.28	36.80	225.82
TOTAL	$241.94	$190.64	$705.10	$247.00	$1,384.68

*Interest computed at the rate of 12% per annum from date of delinquency to June 20, 1986.

Schedule 3 of 3

ATLAS BUILDING WRECKERS #3035
Schedule of Unreported Hours Per Certified
Payrolls through May 26, 1985 only
Project: OSHD 9513 - NE Union/NE 39th Section of
Columbia River Hwy

	1985 Feb.	TOTAL
Petersen, T.		
543-72-4618	38.5	38.5
	38.5	38.5
H & W @$2.48	$ 95.48	$ 95.48
Pension @$1.47	56.60	56.60
Training @$ .10	3.85	3.85
CIAF @$ .07	2.70	2.70
Vacation @$1.00	38.50	38.50
Subtotal	$197.13	$197.13
Liquidated Damages	24.45	24.45
*Interest	29.10	29.10
TOTAL	$250.68	$250.68

*Interest computed at the rate of 12% per annum from the date of delinquency to June 20, 1985.

9513

June 10, 1986

S. J. Groves and Sons Company
Box 1267
Minneapolis, MN 55440

CON

N.E. Union Avenue-N.E. 39th Avenue
Columbia River Highway
Multnomah County
Contract No. 9513
Project No. IX-68(5)

This is in response to your request for equitable adjustment on Bid Items 31 and 32, as submitted with your December 10, 1985 letter to Harold Broderick and presented to the Contract Claims Review Board on May 28, 1986.

The information presented was analyzed by the Claims Review Board and I am denying all three claims on the following bases:

Claim No. 1: The reduction in quantity did not represent a material change in the character of the work as presented in the plans and specifications. The fact that your actual production rate was considerable less than your estimated rate did not result from any change initiated by the State.

Claim No. 2: The Contractor is not entitled to collect or recover any damages, loss or expense incurred by reason of a delay in the completion of the project arising from causes beyond the control of the Contractor.

Claim No. 3: The contractor is not entitled to any loss of anticipated profits or overhead expense because of alterations in the quantities of the work to be performed.

The contract quantity of 48,500 tons of Class B asphaltic concrete stated in the plans was reduced to 45,405 tons by Price Agreements no. 4 and 76. No evidence was presented that the 23 percent reduction below this lesser figure acutally caused you any financial hardship. If you have such evidence and wish to present it to the State, please submit it to our Project Manager, Harold E. Broderick, for evaluation.

Larry Rulien
State Highway Engineer

cc W. E. Schwartz
C. O. Fredrickson
G. A. Potter
Robert Royer
J. B. Boyd
D. R. Adams
T. W. Litchfield
J. L. Sollis
Al Harwood
H. E. Broderick

TWL:ja sl

STATE OF OREGON
HIGHWAY DIVISION - PLANNING

INTEROFFICE MEMO
CON 4-4

TO: Larry Rulien
State Highway Engineer

DATE: June 6, 1986

FROM: Robert E. Royer, Chairman
Contract Claims Review Board

O.K. - WBS

RECEIVED
STATE HWY ENGR
9 '86
ER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SUBJECT: Claims Review Board Meeting
May 28, 1986
N.E. Union Avenue-N.E. 39th Avenue
Columbia River Highway
Multnomah County
Contract No. 9513 (1974 Standard Specifications)
Project No. IX-68(5)

The claim of S. J. Groves and Sons Company of Bellevue, Washington, who was the contractor for the above-captioned contract, was heard by the Claims Review Board on Wednesday, May 28, 1986 in Room 205 of the Transportation Building from 9:30 a.m. to 11:00 a.m. The following people were in attendance at the meeting.

Representing the Oregon State Highway Division: R. E. Royer, D. R. Adams, J. B. Boyd, T. W. Litchfield, O. B. Jackmond, A. C. Harwood, H. E. Broderick, Joe Breniser, and Dale Hormann.

Representing S. J. Groves and Sons Company: R. D. McClure, Project Manager; Gregg Smith, Engineer.

Representing Lakeside Industries: Larry Darnell, President; Charles W. Gaskill, Division Manager; Ted Vander Weyst, T. V. and Associates for Lakeside Industries. Lakeside was the subcontractor, handling the AC paving for Groves on this contract.

The bid item schedule for this contract shows Item 31 to be 48,500 tons of Class B asphalt concrete. Bid Item No. 32 is shown as 2,900 tons of asphalt in mixture. The actual quantities as placed were 34,983 tons of Class B AC, which is about a 28% reduction from the planned quantities. This also resulted in a proportionate reduction in liquid asphalt, but it was agreed during the meeting that Bid Item No. 32 was no longer an issue between the contractor and the State, so it was dropped from further consideration. The reduction in Bid Item No. 31, however, was divided into three separate claims as follows:

Claim No. 1: The reduction of the anticipated amount of high production asphalt concrete and the increase in the anticipated low production quantity of AC made the overall unit cost higher than estimated from the plans and specifications.

Claim No. 2: This reduction allowed only 2,588 tons of AC to be placed in 1983 instead of 43,650 tons as estimated, and this resulted

81-125-1387

in the contractor's material costs increasing by $1.55 per ton over what he estimated.

Claim No. 3: The deletion of 28% of the bid quantity did not shorten the duration of the project, and the contractor desires his full fee for Bid Item 31 as shown in the bid schedule.

The contractor claims this was a "material change" which altered the character of the work, and therefore he feels entitled to addition compensation.

Mr. Charles Gaskill presented the contractor's initial argument by stating that the bid was based on the use of 28,000 tons of AC as leveling material, which would be put down at a projected rate of 2,000 tons per day. This was intended to be laid in 1983, mostly as leveling material, which apparently had been figured on the basis of a 3-inch depth throughout the entire area of the project requiring leveling work. Ted Vander Weyst explained the calculations in Claim No. 1. He pointed out that all of the costs were actual costs, that Lakeside equipment rental rates were about 62% of Blue Book rates, and that they had charged the equipment time only when it was actually hauling or laying material and not any time when the it was standing by waiting for material. Larry Darnell said that Lakeside Industries was one of the largest pavers in the northwest, that he had done many jobs in the state of Washington, but few in the state of Oregon. This job was the worst they had been involved with (financially), and that is why they had come to the Claim Review Board.

Al Harwood took issue with the 2,000 tons per day rate that the contractor had projected in bidding the job. He did not think the character of the work lent itself to an average production rate that high, and brought out the fact that the contractor achieved 2,000 tons per day on only two days during the entire project. Both of these days were considerably in excess of 8-hour days. He stated that two Price Agreements were issued, and they reduced the AC quantity by 3,095 tons to 45,405. The actual tonnage laid was 34,983 which underran the reduced quantity by 10,422 tons, or 23%. He pointed out that due to the nature of leveling work, they were not usually high production days. This project required a great amount of low production work, such as ramps, bridge ends, and irregular areas. State records show that 11,000 to 14,000 tons were used in leveling, and agreed that the reduction of 10,422 tons probably occurred in what would have been leveling work, but not of the type that could be laid at the rate of 2,000 tons per day. He indicated that the grade was revised from the design plan in the field because the design grades did not fit. Don Adams asked if a 3-line profile had been run as part of the location survey on the original pavement to be overlaid. Al said,"I don't think so. There was too much traffic; we couldn't get out there." He implied that the State's estimate of leveling quantity might have been more accurate if a 3-line profile had been run.

Claim No. 2 was explained by Ted Vander Weyst: The average price of Class B AC as bid was $10.75 per ton; the actual cost of the AC material laid in 1983 was $10.60 per ton; the actual cost in 1984 was $12.08 a ton; and the actual cost in 1985 was $13.77 a ton. This led to an average overall price to the contractor of $12.30 a ton, which is $1.55 higher than the average price as bid of $10.75 a ton.

Claim No. 3 was also explained by Ted Vander Weyst: It cost this contractor the same overhead to place the 34,983 tons as it would have cost to place the 48,500 tons in the bid schedule. Therefore, the contractor is entitled to the full fee he would have received for the larger quantity. He agreed that this fee is to cover overhead and profit.

The Claims Review Board then met from 8 a.m. to 10 a.m. on May 29 in Don Adams' office and discussed the issues presented the day before. With regard to Claim No. 1, we decided that the character of the work as proposed in the plans and specifications had not been altered by the reduction of the quantity of asphaltic concrete materials. The contractor based his claim on the anticipated production rate of 2,000 tons per day for leveling work on over one-half the total bid quantity. The AC paving of this project consisted of detour paving, city street connections, leveling under PCC pavement, shoulder paving adjacent to PCC pavement, and paving of various approach roads and connecting roads. There were 11 stages of construction, and the majority of the work available to the contractor at any time was not what could be called high production work. The actual production that was accomplished supports this statement, since he got 2,000 tons per day only twice during the AC paving operation.

The character of the work as constructed was not altered substantially from what was shown on the plans, and the decrease in AC quantities did not result from a major reduction in the work shown on the plans. The contractor agreed to a reduction of 3,095 tons of AC in Price Agreements No. 4 and 76. If this amount is subtracted from the bid quantity of 48,500 tons, we have a reduced, agreed-upon, contract amount of 45,405 tons. Since 34,983 tons were actually placed, according to the State's figures, the actual underrun becomes 10,422 tons of the agreed, reduced contract amount, or 23%, rather than the 28% stated by the contractor.

The character of the work was not altered. Further, we cannot pay for work that was not done. The State is not responsible for assumptions made by a contractor while developing his bid. It follows, then, that no additional compensation is due the contractor on the basis he presented to the State.

With regard to Claim No. 2, we have to conclude that his alleged increase in cost was caused by a delay of one year which is not compensable, according to the last paragraph of subsection 108.09, which states as follows:

"It is understood and agreed that an adjustment of contract time as herein provided shall be the contractor's sole remedy for any delay in completion of the project arising from causes beyond the control of the contractor, and that in no event shall the Contractor be entitled to collect or recover any damages, loss or expense incurred by reason of such delay." (Emphasis added.)

Insofar as Claim No. 3 is concerned, we concluded that this was a loss of anticipated profit, which also is not compensable. The first paragraph of subsection 109.05 states:

"No claim shall be made by the contractor for any loss of anticipated profits because of any alterations or changes made pursuant to the provisions of subsections 104.02 and 109.04, nor by reason of any variation between the approximate quantities and the quantities of work as done. No allowance except as provided in subsection 104.02 will be made for any increased expense, loss of expected reimbursement or loss of anticipated profits suffered or claimed by the contractor resulting directly from such alterations or changes or resulting indirectly from unbalanced allocation among the contract items of overhead expense on the part of the contractor as a bidder and subsequent loss of expected reimbursements therefor or from any other cause."

While the way the contractor presented his claim leads us to total denial, it should be noted that a 23% reduction of a bid item quantity is higher than usual. This is particularly true in this case, since the material above the AC leveling course is PCC, not AC. The contractor may be entitled to some relief if he can prove that this reduction did in fact cause him financial damage. It would appear that the first two sentences of subsection 109.06 may apply in this case, which state:

"The engineer shall have the right to eliminate, omit or cancel (herein collectively termed elimination) the portions of the contract relating to the construction of any item or part of any item therein by payment to the contractor of a fair and equitable amount covering all items of actual cost incurred directly in connection with the eliminated work and prior to the date of elimination of the work by order of the engineer. Where practicable, the work completed before elimination shall be paid for at unit prices, otherwise the contractor will be allowed a profit percentage on the materials used and the construction work actually performed at rates as provided under subsection 109.07 for force account work, but no allowance will be made for anticipated profits."

Our suggested draft leaves the door open for the contractor to support a claim on this basis.

TWL:ja

Attachment

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO.
UMTA-OR-23-9001 & IX-68(4)

2. STATE PROJECT NO.
See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10030

2A. COUNTY NAME
Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN - 3 '86
REFER TO
Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE
July 7, 1983

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
N. E. Union Avenue - N. E. 87th Avenue (Portland)

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

Based on our review of data submitted with Mr. Cartwright's letter of May 8, 1986, the additional amount of $3,189.12 is approved for work performed by the City Bureau of Water Works.

The total amount now authorized for work at the Doernbecker facility is $16,696.12.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/2/86	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME
Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
April 5, 1986

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Shield three luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/5/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 25 is approved to a TEC of $1,500;
Federal Funds $1,275.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
Potter
FOR

Info	Invcs	R/D	D/R	Sign	Dict	File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL
D. E. Christianson

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9513

May 23, 1986

CON 5 - 9513 & 9621

Greg Smith
S. J. Groves & Sons
P. O. Box 13160
Rose City Park Station
Portland, OR 97213

Per our discussion, attached are listing of claims filed against Contract No. 9513 for the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project and Contract No. 9621 for the South Banfield Interchange-S.E. Washington Street Project.

The entries that are lined out indicate that the claimant has notified us that the claim has been settled.

Robert W. Gormsen
COMMISSION SERVICES

Attachments

FKN:azm

Contract 9513

3-1-83 Notice of Claim from Oregon Wire Products Co., Inc. in amt. of $7,984.27 for material furnished to Portland Precast Co. subcontractor. See amended corrected claim of 3-31-83

3-15-83 Ack. above ltr. cc: contractor, surety & Sec. of State for filing. Filed 3-18-83 #CL 83-44

3-14-83 Claim letter from Tom Stevens Boiler Repair for labor & material in amt. of $6,988, against Portland Precast, Inc., subcontractor.

3-28-83 Ackn. above letter. cc contractor, surety, & Sec. of State for filing. Filed 4-1-83 #CL83-56

4-6-83 Claim ltr. from Kobin & Meyer, for materials in the amount of $73,670.75 + interest.

5-3-83 Ack. above ltr. cc: surety and contractor & Sec. of State for filing. Filed 5-4-83 #CL 83-74

3-31-83 Claim ltr. from Oregon Wire Products Co., Inc. for materials in the amount of $4,381.95.

5-3-83 Ack. above ltr. cc: surety, contractor and Sec. of State For filing. Filed 5-4-83 #CL 83-44

4-21-83 Ltr. from Blyth, Porcelli, Moomaw & Miller (Larry D. Moomaw) Attys. filing claim for Carlson Testing in amt. of $1,581 for conc. inspection & testing.

5-10-83 Ackn. above claim ltr. cc: contractor, surety. Filed directly by atty. to Sec. of State, cc Sec. of State for filing date and #. Filed 5-11-83 #CL 83-64

5-20-83 Claim ltr. from Farwest Steel Corporation for structural steel in the amount of $4,531.60.

5-31-83 Ack. above ltr. cc: surety, contractor and Sec. of State for filing. Filed 6-2-83 #CL 83-91

7-6-83 ~~Claim ltr. from Rose & Senders, Atty. at Law filed on behalf of Michael W. Spurlock and Robert D. Pyle for $1,749.67 plus int. & atty. fees (Spurlock) & $1,773.37 plus int. & atty. fee. (Pyle) for unpaid wages for labor.~~

7-14-83 ~~Ack. above ltr. cc: surety, contractor and Sec. of State for filing. Filed 7-18-83 #CL 83-123~~

6-30-83 Claim ltr. from Farwest Steel Corp. for material in the amount of $4,709.98.

7-14-83 Ack. above ltr. cc: surety, contractor and Sec. of State for filing. Filed 7-18-83 #CL 83-134

~~9-19-83 Claim ltr. from Rose & Senders Attorneys at Law for Joey S. McGowan for labor in the amt of $23,000 plus interest and other costs. (against N. Young's Steel Fabrication Co., Inc.)~~

~~9-22-83 Ack. above ltr. cc: surety, contractor, & Sec. of State for filing. Filed 9-27-83 CL #83-190~~

(OVER)

10-12-83 Claim ltr. from Rose and Senders Attorneys at Law on behalf of Joey S. McGowan for wages in the amt. of $23,000 plus interest, penalty and attorney fees.

10-17-83 Ack. above ltr. CC: surety, contractor, and Sec. of State for filing. Filed 10-19-83 CL #83-190

10-26-83 Claim ltr. from Rose and Senders, Attys. (Steven Rose) on behalf of Brian Mills for unpaid wages in amt. of $2,380 plus interest, civil penalty & atty. fees against N. Young's Steel Fabrication Co.

11-1-83 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 11-2-83 CL 83-223

11-2-83 Ltr from Rose & Senders Attorneys at Law on behalf of Michael W. Spurlock & Robert D. Pyle stating that claim against contractor for wages in the amt. of $1,749.67 plus int. & atty. fees (Spurlock) & $1,773.37 plus int. & atty fees (Pyle), has been paid.

11-4-83 Ack. above ltr. cc: surety, contractor.

1-16-84 Ltr. & Notice of Claim from McEwen, Hanna, Gisvold, Rankin & VanKoten, Attys, on behalf of Wright Crane Co. against Atlas Building Wreckers, Inc., for labor & equip. in amt. of $19,083.14 plus interest.

2-20-84 Ltr. from McEwen, Hanna, Gisvold, Rankin & VanKoten on behalf of Wright Crane Co. stating that the claim against Atlas Bldg. Wreckers has been paid.

3-7-84 Ack. above ltrs. cc: surety, contractor & Sec. of State for filing. Filed 3-16-84 CL 84-7

3-29-84 Ltr. from McEwen, Hanna, Gisvold, & Rankin, Attys, on behalf of Wright Crane Co. rescinding Release of Claim against Atlas Bldg. Wreckers, Inc. on 1-16-84.

4-4-84 Ack. above ltr.

4-5-84 Ltr. from Rose & Senders, attys., on behalf of Joey S. McGowan stating that his claim has been settled.

4-12-84 Ack. above ltr. cc: contractor & surety.

4-5-84 Ltr. from Rose & Senders, attys., on behalf of Brian Mills stating that his claim has been settled.

4-12-84 Ack. above ltr. cc: surety, Contractor.

7-18-84 Ltr. from Wright Crane Co. for labor and materials in the amt. of $19,205.64 plus interest of $2,304.72 and attorney fees. (in connection with claim filed in January 1984)

7-25-84 Ack. above ltr. cc: surety, contractor & Sec. of State for filing. Filed 7-27-84 CL 84-136

9-20-85 - Claim ltr. from Furrer & Scott, Attorney, (Marcia Jory) on behalf of Star Rentals, Inc. filing claim against Contract No. 9594, 9621 & 9513 for eqpt. rental in amount of $5,011.17. (Also involves Contract No. 9621 & 9594.)

9-30-85 - Ack. above ltr. cc: sureties, agent, contractors, construction & Sec. of State for filing.

9-26-85 - Claim ltr. from J. Bergeson Trucking for hours worked in the amount of $400.

10-21-85 - Ack. above ltr. cc: surety, contractor, Jackmond, Widmer & Sec. of State for filing. Filed 10-22-85 CL #1985-0188

9-23-85 - Claim ltr. from Goldie Gentle Construction, Inc. in the amount of $15,605.60. CL #1985-0194

10-24-85 - Ack. above ltr. cc: surety, contractor, Harold Broderick Construction, & Sec. of State for filing. Filed 10-28-85

10-22-85 - Claim ltr. rec'd from Miller, Nash, Wiener, Hager & Carlsen, Attorneys, on behalf of Ash Grove Cement West, Inc. for material in the amount of $43,750.

11-19-85 - Ack. above ltr. cc: surety, contractor, Construction & Sec. of State for filing. FILED 11-20-85. CL 1985-0189.

11-4-85 - Claim ltr filed by Wood, Tatum, Mosser, Brooke & Holden, Attny on behalf of Cascade Const. Co., Inc. for material in the amt. $6,975.14.

11-19-85 - Ack above ltr. cc: Surety, contractor, Const. & Secretary of State for filing.

10-31-85 - Notice of Claim ltr. from Standard Paving for equip. rental, labor & equip. provided against Hopsing Const. in the amt. of $75,539.53 plus interest.

11-19-85 - Ack. above ltr. cc: surety, Const. contractor & Sec. of State for filing. Filed: 11-29-85 #CL1985-0218.

10-22-85 - Letter from Furrer & Scott (Marcia L. Jory) atty. that Starr Rentals has rec'd partial payment of $1,250.85, leaving a balance of $3,760.32. (Also involves Contract Nos. 9621 & 9594).

11-19-85 - Ack. above ltr. cc: sureties, agent, contractors, Const. & Sec. of State. FILED 11-29-85. CL 1985-0167.

10-21-85 - Letter from Goldie Gentle Construction, Inc. correcting claim amount from $15,605.60 to $18,871.97.

11-26-85 - Ackn above letter; cc Surety, Contractor, Constructr., Harold Broderick, Secretary of State. FILED 11-29-85. CL 1985-0194.

2-13-86 Letter from Furrer & Scott (Attys) - Marcia L. Jorey stating client, Star Rentals, has been paid $564.06 and leaving a balance of $3,196.26 with interest & attys. fees to be paic

2-26-86 Ackn. above ltr. cc: contractor, surety, Const. & Sec. of State.

~~3-18-86 Letter from Wood Tatum Mosser Brooks & Landis, Attys., that Cascade Constr. Co. has rec'd payment in amount of $6,975.14.~~

~~4-16-85 Ackn. above letter. cc: sureties, agent, contractors, Constr. & Sec. of State.~~

4-23-86 Claim letter from Westlake Consultants in amt. of $850 for surveying services.

5-15-86 Ackn above letter. cc contractor, surety, Constrn. & Sec. of State for filing. FILED 5-19-86. CL 1986-0198.

4-18-86 Amended Claim filed by Miller, Nash, Wiener, Hager & Carlsen (Louis G. Henry) Atty., for Ash Grove Cement West, for matls. to Hopsing Constrn. Inc., in sum of $16,065.06 together with interest from 1/24/86 until paid.

5-15-85 Ackn above amended claim. cc contractor, surety, Constrn. & Sec. of State for filing.

9513

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

LEG

TO: Ron Kleinschmit
Contract Claims Coordinator

DATE: May 22, 1986

FROM: John R. Marks
Final Project Coordinator

SUBJECT: Union Ave.-39th St. Section
Contract 9513
S. J. Groves & Sons Company
Contract Claim Litigation

Here is a Hydraulics Manual which you requested in your May 14, 1986 memo to Harold Broderich, Project Manager. When you are finished with this manual please return it to me in Room 200 of the Transportation Building.

Regarding item 2 in your memo, the type of information requested is shipped to the Project Manager when a project is contracted. Therefore, we do not have this material in our possession.

JRM:bn

Encl.

STATE OF OREGON

INTEROFFICE MEMO

CONSTRUCTION 378-6318

TO:

HAROLD BRODERICK
PROJECT MANAGER

DATE:

MAY 14, 1986

FROM:

RON KLEINSCHMIT
CONTRACT CLAIMS COORDINATOR

SUBJECT:

UNION AVENUE - 39TH
CONTRACT # 9513
S. J. GROVES PENDING LITIGATION
CONFIDENTIAL - CLAIM FILE

THIS LETTER IS WRITTEN AT THE REQUEST OF WILLIAM CLORAN, ASSISTANT ATTORNEY GENERAL AFTER A REQUEST FOR PUBLIC INFORMATION BY AN ATTORNEY REPRESENTING S. J. GROVES COMPANY. IT SHOULD BE TREATED AS CONFIDENTIAL AND PLACED IN THE PROJECT CLAIMS FILE, NOT TO BE PRODUCED WITHOUT THE EXPRESS WRITTEN DIRECTION OF MR CLORAN.

PLEASE ARRANGE TO HAVE THE FOLLOWING DOCUMENTS TRANSPORTED TO THE CONSTRUCTION OFFICE FOR REVIEW BY S. J. GROVES ATTORNEY OR REPRESENTATIVE:

1) ALL FIELD OFFICE PROJECT RECORDS INCLUDING MAPS, CROSS-SECTION ROLLS, NOTES, PHOTOGRAPHS, CORRESPONDENCE ETC., THIS SHOULD INCLUDE THE BRIDGE MANAGER'S RECORDS.
2) ALL LOCATION AND DESIGN INFORMATION PROVIDED TO YOUR OFFICE BY LOCATION PRIOR TO LETTING OF THE CONSTRUCTION CONTRACT.
3) ALL BRIDGE DESIGN AND BRIDGE FOOTING DESIGN INFORMATION.
4) ALL GEOLOGICAL INFORMATION IN THE POSSESSION OF THE REGION GEOLOGY OFFICE, INCLUDING CORE LOGS, GEOLOGY MAPS OF THE AREA, REPORTS AND NARRATIVES.
5) FINAL RESOLUTION AND PAYMENT VOUCHER, INCLUDING THE FINAL INDEX (SHOULD BE INCLUDED IN THE PAY ESTIMATES FILES).
6) COPY OF THE CONSTRUCTION AND INSPECTION MANUALS, HYDRAULICS DESIGN MANUALS, BRIDGE DESIGN MANUALS.
7) IF NOT INCLUDED ABOVE, ALL DOCUMENTS RELATING TO STAGE CONSTRUCTION DESIGN.

5/19/86
John Marks —
See CC note on
2nd pg. TAA. ASP
Doc

RECEIVED
MAY 19 1986
ROAD DESIGN SECTION

FDE
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GTE
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LPC
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Return To

81-125-1387

IN PREPARING THE INFORMATION REQUESTED ABOVE, PARTICULAR CARE SHOULD BE GIVEN TO NOT INCLUDE ANY ATTORNEY CLIENT INFORMATION OF COMMUNICATIONS, ANY ATTORNEY WORK PRODUCT PREPARED IN ANTICIPATION OF LITIGATION. A QUICK REVIEW OF THE RECENT COMMUNICATION ON REQUEST FOR PUBLIC DISCLOSURE. THE ORIGINAL REQUEST RECEIVED BY MR CLORAN WAS EXTREMELY BROAD AND HE HAS BEEN SUCCESSFUL IN HAVING IT DOWN SCALED. UNDER THE FREEDOM OF INFORMATION ACT, FAILURE ON OUR PART TO RESONABLY COMPLY CAN RESULT IN A COURT DIRECTION TO COMPLY AND A VERY SHORT TIME FRAME.

ALL DOCUMENTS REQUESTED CAN BE TRANSPORTED IN THEIR ORIGINAL FILE CABINETS OR CARTONS, TAKING CARE TO PRESERVE FILES FROM EACH LOCATION REQUESTED. WE PLAN TO MAKE A SPACE IN THE INNER OFFICE HERE AT THE CONSTRUCTION OFFICE FOR THE DOCUMENT DELIVERY AND STORAGE. WE DO NOT INTEND TO PRE-SORT ANY INFORMATION, AND WILL SO TO SPEAK PROVIDE A BACK-UP-THE-TRUCK APPROACH.

THE ATTORNEY WISHES TO REVIEW THE DOCUMENTS ON MAY 22ND AND 23RD SO WE ARE LEFT WITH LITTLE TIME TO ACCOMPLISH THIS EXTREMELY DIFFICULT REQUEST. PLEASE LET ME KNOW IF YOU HAVE ANY PROBLEMS. I ASSUME A VAN OR LARGE TRAILER SHOULD BE AVAILABLE TO YOU.

SINCE THE REQUEST IS NOT COVERED BY A COMPLAINT, WE ARE ENTITLED TO RECOVER ANY AND ALL EXPENSES RELATED TO THE SEARCH, TRANSPORTATION AND ANY REPRODUCTIONS. PLEASE KEEP TRACK OF ALL INDIVIDUALS' TIME AND PREPARE A SUMMARY FOR ME. SINCE YOU ARE CLOSER TO THE PROBLEM, IT WOULD BE BENEFICIAL IF YOU COULD ARRANGE FOR COLLECTION OF THE GELOGICAL INFORMATION FROM MILWAUKIE.

THANKS FOR YOUR COOPERATION.. IT APPEARS THAT ADDITIONAL ACTION BY THE CONTRACTOR AND HIS ATTORNEY IS IMMINENT, WE SHALL KEEP YOU POSTED.

C.C. WILLIAM CLORAN
WALT HART: IDENTIFY AND NOTIFY ME OF ANY INFORMATION OTHER THAN CONSTRUCTION FILES, THAT YOU HAVE IN YOUR POSITION RELATING TO #'S 3, 6, 7.
✓DWAYNE CHRISTENSEN: IDENTIFY AND NOTIFY ME OF ANY INFORMATION YOU HAVE RELATING TO #'S 2 & 6
CLARENCE ESHELMAN : COLLECT & HAVE MR BRODERICK DELIVER ANY INFORMATION YOU HAVE RELATING TO # 4
ED JOHNSEN : IDENTIFY AND PROVIDE ME WITH ANY INFORMATION YOU HAVE RELATING TO #3 AND 4.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1. FEDERAL-AID PROJECT NO. IX-68(5)

2. STATE PROJECT NO. See Below

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10030

2A. COUNTY NAME
Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
May 19, 1986

8. FEDERAL ROUTE NUMBER
Primary 68

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
N. E. Union Ave. - N. E. 39th Ave.

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 5/26/86 we approve the Program Change to joint finance the subject project utilizying Appn Code 177 funds.

This change will require the following revisions:

1. Appn Code ----- add 177 funds
2. Credit Appn Code 580 funds
3. Debit Appn Code 177 funds

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/22/86	G. K. Hansen	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

C 1986-0206
9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 15, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #9513

Miller, Nash, Wiener, Hager & Carlsen
Attorneys and Counselors at Law
111 S.W. Fifth Avenue
Portland, OR 97204

Attention: Louis G. Henry

FILED
MAY 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your letter dated April 18, 1986, with attached Amended Notice of Claim on behalf of Ash Grove Cement West, Inc., concerning the following Highway Division contract:

FILED BY:	Ash Grove Cement West, Inc.
AMOUNT:	$16,065.06 together with interest from January 24, 1986 until paid.
FOR:	Material
AGAINST (PRIME CONTRACTOR):	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction, Inc.
CONTRACT NO.:	9513
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Columbia River Highway, Multnomah County
SURETY:	The American Insurance Co.

Your letter also indicated a payment of $43,750 received by Ash Grove.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
6-10-86 cc

Please advise this office when your client's claim has been paid. We are also enclosing your filing postal card.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAY 2[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

TELEPHONE (503) 224-5858
TELEX 364462 KINGMAR PTL
TELECOPY (503) 224-0155

COUNSEL
JOHN D. BURNS
JAMES S. RUYLE

SEATTLE OFFICE
COLUMBIA CENTER
701 FIFTH AVENUE
SEATTLE, WASHINGTON 98104-7075
TELEPHONE (206) 622-8484

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
CLYDE H. MacIVER**
LOUIS B. LIVINGSTON

G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS
DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DeMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
KEVIN D. PADRICK
JOHN W. OSBURN
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS

MARK A. ANDERSON*
JEFFREY D. AUSTIN
SYBIL R. BARRIER
PAUL BLAYLOCK, M.D.
REECE BLY
DAVID W. BROWN
STEPHEN K. BUSHONG
GREGORY A. CHAIMOV
BRIAN B. DOHERTY
JEFFREY J. DRUCKMAN
JAMES F. DULCICH
MELINDA S. EDEN
MARGARET FIORINO
JONATHON L. GOODLING
DAVID M. GROGAN
BROOKS E. HARLOW**
STEVEN M. HEDBERG*
LOUIS G. HENRY
DAVID W. HERCHER
FRED M. ISAACS
HARLAN EDWARD JONES*

GENE D. KENNEDY
VICTORIA J. KRISCH
THOMAS E. LINDLEY
ELIZABETH C. MADSEN
LINDA L. MARSHALL*
MICHAEL W. MELTZER
JEFFREY S. MERRICK
ERICH W. MERRILL, JR.
P. CONOVER MICKIEWICZ
D. CRAIG MIKKELSEN
JEFFREY B. MILLNER
EVERETT R. MORELAND
JERRY R. PARKINSON
JOHN F. PURCELL
MAUREEN R. SLOANE
JEFFREY C. THEDE*
WILLIAM H. WALTERS
CAROLYN E. WELLS*
REBECCA S. WILSON
DAVID WU

*ADMITTED IN OREGON AND WASHINGTON
**ADMITTED IN WASHINGTON ONLY

COPY

April 18, 1986

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: Amended claim of Ash Grove Cement West, Inc., for materials supplied to Hopsing Construction, Inc., on State of Oregon, Department of Transportation, Contract No. 9513

Gentlemen:

We are the attorneys for Ash Grove Cement West, Inc. ("Ash Grove").

Enclosed for filing with the State of Oregon, Department of Transportation, is Ash Grove Cement West, Inc.'s amended notice of claim in connection with the subject matter. The amended claim reflects a $43,750 payment received by Ash Grove from Industrial Indemnity Company. That payment was applied first to accrued interest on Ash Grove's claim as of January 23, 1986, and then to the principal balance owed Ash Grove.

RECEIVED
APR 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
APR 21 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Please let us know the date on which the amended notice of claim is filed by completing the enclosed postcard and returning the postcard to us.

Very truly yours,

LOUIS G. HENRY

Louis G. Henry

cc w/enc: Hopsing Construction, Inc.
S. J. Groves & Sons Company
The American Insurance Company
Industrial Indemnity Company
Mr. James D. Huegli

COPY

AMENDED NOTICE OF CLAIM

To: State of Oregon, Department of Transportation

Notice hereby is given, pursuant to ORS 279.526, that Ash Grove Cement West, Inc., has a claim for cement furnished by Ash Grove Cement West, Inc., to Hopsing Construction, Inc., in the sum of $16,065.06, together with interest on that sum at the rate of 18 percent per annum from January 24, 1986, until paid, against the bond taken from S. J. Groves & Sons Company, general contractor, as principal, and The American Insurance Company, as surety, for the work of the N.E. Union Avenue - N.E. 39th Avenue Section of the Columbia River Highway in Multnomah County, Oregon, which is known as State of Oregon, Department of Transportation, contract no. 9513.

DATED this 17th day of April, 1986.

ASH GROVE CEMENT WEST, INC.
111 S.E. Madison Street
Portland, Oregon 97214

By _____

Title Asst. Sec.

C.L. 1986-0198
9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 15, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #9594 Noted
#9513 Noted
#9621 Noted

Westlake Consultants Inc.
7145 S.W. Varns Road
Tigard, OR 97223

We have received your letter dated April 23, 1986, filing claims against the following Highway Division contracts:

FILED BY:	Westlake Consultants Inc.
FOR:	Surveying services

CONTRACT NO. 9513

NOTED ON CARD
5/21/86 CB

PRIME CONTRACTOR:	S. J. Groves & Sons Company
PROJECT:	N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Columbia River Highway
SURETY:	The American Insurance Company
AMOUNT:	$850

CONTRACT NO. 9621

PRIME CONTRACTOR:	S. J. Groves & Sons Company
PROJECT:	S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway
SURETY:	The American Insurance Co.
AMOUNT:	$1,525

NOTED ON CARD
5/21/86 CB

CONTRACT NO. 9594

PRIME CONTRACTOR: R. A. Hatch Co.

PROJECT: N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Columbia River Highway

NOTED ON CARD 5/21/86 CB

SURETIES: The American Insurance Co. and Industrial Indemnity Co.

AGENT: Corroon & Black of Oregon

AMOUNT: $1,025

We will advise the sureties, agent, and the prime contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S.J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97203

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Westlake Consultants Inc.
7145 S.W. Varns Rd.
Tigard, Oregon 97223
503-684-0652

April 23, 1986

Secretary of State
Department of Tranportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Service

Re: Surveying Services
Banfield Freeway

Westlake Consultants, Inc., hereby gives notice of the following claims for services rendered:

Description:	Surveying Services
Location:	N.E. Union/N.E. 39th Ave. (Banfield Light Rail) Columbia River Hwy, Multnomah County
Contract:	#9513
Prime Contractor:	S.J. Groves & Son Co.
Surety:	American Insurance Company
Amount Due:	$850

Description:	Surveying Services
Location:	South Banfield Interstate/S.E. Washington St. (East Portland Freeway) Multnomah County
Contract:	#9621
Prime Contractor:	S.J. Groves & Son Co.
Surety:	American Insurance Company
Amount Due:	$1,525

Description: Surveying Services

Location: N.E. 39th St./N.E. 87th Ave. (Banfield Transit Way) Columbia River Hwy, Multnomah County

Contract: #9594

Prime Contractor: R.A. Hatch Co.

Surety: American Insurance Company
Industrial Indemnity Company

Agent: Corroon & Black of Oregon

Amount Due: $1,025

If you have any proof of claim forms or any other forms pertinent to the filing of this claim, please forward them to me.

If you have questions, please call me at phone #684-0652. Any assistance you can render in expediting the payment of these claims will be greatly appreciated.

Very Truly Yours,

Judi Haney

Judi Haney
Managing Vice President

JH/ah

cc: American Insurance Co.
Industrial Indemnity Co.
Corroon & Black of Oregon
R.A. Hatch Co.
Hop Sing Co.
S.J. Groves & Son Co.

RECEIVED
APR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9513

PLA 8
Banfield

May 8, 1986

RECEIVED
STATE HWY ENGR
MAY 08 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Set | File

copy
#9594

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Cost Overrun
Water Service Relocation
Bureau of Water Works, City of Portland
Doernbecker Access Road
N.E. Union Ave.-N.E. 87th Ave. Utility Project
Columbia River Highway
Multnomah County
Project Nos. UMTA-OR-23-9001 & IX-68(4)

NOTED
E. S. HUNTER

A review of our files has revealed that the cost overrun on the subject water service relocation work was not properly or adequately explained in a previous request. Reference is made to Gary A. Potter's letter of June 28, 1983 which submitted an explanation from the Bureau of Water Works, dated June 22, 1983, for the overrun of estimated costs to relocate the water service and meter for Weston Investment Company at Doernbecker Access Road. Reference is also made to your Memorandum (reply) dated July 7 1983. Copies of the original estimate, your PR-1240 (dated September 10, 1982), the final billings (dated November 16, 1982 and February 25, 1983), the Bureau's explanation of cost overrun (dated June 22, 1983), Gary Potter's letter (dated June 28, 1983) and FHWA's Memorandum and PR-1240 (dated July 7, 1983) are attached for your convenience.

Your Memorandum, dated July 7, 1983, excepted out the cost overrun Item Nos. 2, 3, 5 7 and 8 contained in the Bureau of Water Works letter of June 22, 1983 from federal participation. The matter was referred to Metropolitan Utility Specialist, Richard L. Fleming for review. Mr. Fleming completed the review and a copy of his July 22, 1983 report is attached.

Review of the contested items contained in the Bureau of Water Works letter of June 22, 1983 is as follows:

Item No. 2 - Review of billings did not disclose any charge for cold mix. The use of hot mix asphaltic concrete was not anticipated but required to maintain the access road.

Item No. 3 - The hydrant was set only once - subsequent discussion with Bureau disclosed that it just took more time than anticipated to set the hydrant.

Item No. 5 - Mr. Fleming's report adequately explains this overrun.

Item No. 7 - No evidence of delay to Bureau crews could be substantiated. At this stage of water relocation work on the highway project, lines of communications had not been clearly delineated for the Bureau's field crews. It is possible that field crews could not locate OSHD personnel to identify construction limits.

Item 8 - The Bureau's crew did hand excavate to expedite work. Subsequent discussion with the Bureau disclosed that the scheduling of equipment cannot be changed on short notice. The Bureau has work of their own scheduled. The Bureau acted as it thought best to eliminate a conflict in the shortest possible time.

Discussions with Mr. Dan Conner, Water Engineer Supervisor for the Bureau of Water Works, revealed that they mistakenly took a defensive attitude in preparing their explanation of the cost overrun dated June 22, 1983. His report was based on information received from field crews and was possibly not completely factual and was not confirmed with the Highway Division prior to submission.

The Bureau of Water Works has a long history of excellent cooperation with the Highway Division in accomplishing relocation work to accommodate highway construction. We have never found any intentional overcharges for their work.

Dick Fleming's and my reviews could find no real evidence of engineer error on the part of the Highway Division. There was work required that was not originally anticipated by either the Bureau of Water Works or Highway Division.

Your reconsideration of the cost overrun and approval of federal participation in the final relocation cost of $16,696.12 is requested.

bc: E. S. Hunter
D. L. Trout
R. L. Fleming
Rich Evans

JMC:jr

9513

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: May 2, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10030
Project No. IX-68(5)
N.E. Union Ave.-N.E. 39th Ave. Sec.
Columbia River Hwy.
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds. This change will require the following revisions.

1) Appn Code: To add 177 funds.
2) Credit Appn Code 580 funds.
3) Debit Appn code 177 funds.

RLC:bkb
cc: R. Oakes
W. Schulte, Metro
J. Peterson
General Files

Form 734-3122

STATE OF OREGON
MICROFILMED PUBLIC RECORD

(IN ACCORDANCE WITH THE PROVISIONS OF ORS 192.040 THROUGH 192.070)

NAME OF AGENCY	OREGON DEPARTMENT OF TRANSPORTATION
TITLE OF RECORD SERIES	CONSTRUCTION CONTRACTS
ARRANGEMENT OF RECORDS	BY CONTRACT NUMBER
INDEX	

INDEXING BEGINS WITH : 9490 #1 (1982) ENDS WITH 9513 #4 (1982)

FLASH CARDS:

REMARKS: _____

CAMERA: MAKE AND MODEL	FILM TYPE	REDUCTION RATIO	REEL NUMBER	PROJECT NUMBER
BELL AND HOWELL FILEMASTER	16MM AHU	21X	234	

CAMERA OPERATOR'S CERTIFICATION

I CERTIFY THAT I HAVE ON THIS 3rd DAY OF December 19 92 PHOTOGRAPHED THE DOCUMENTS APPEARING ON THIS ROLL OF FILM, THAT THEY ARE TRUE COPIES OF DOCUMENTS FOUND IN THE RECORD FILE DESCRIBED ABOVE, AND THAT THE INTEGRITY OF THE ABOVE DESCRIBED RECORD FILE HAS BEEN MAINTAINED ON THE FILM BY MICROFILMING EACH DOCUMENT IN THE EXACT ORDER IN WHICH IT WAS FOUND IN THE FILE WITH THE EXCEPTION, IF ANY OF DOCUMENTS OMITTED BECAUSE OF TECHNICAL DIFFICULTIES AND / OR BY ERROR, AS INDICATED ON THE FILM IN THE CROSS REFERENCE NOTES OR RETAKE CERTIFICATE.

I FURTHER CERTIFY THAT THE MICROFILM ON WHICH THESE DOCUMENTS ARE RECORDED WAS PROCURED AS PERMANENT FILM OF THE SLOW BURNING CELLULOSE ESTER OR POLYESTER TYPE KNOWN AS SAFETY PHOTOGRAPHIC FILM. THAT THIS FILM CONFORMS TO THE APPLICABLE STANDARDS OF THE AMERICAN NATIONAL STANDARDS INSTITUTE; AND THAT THE PROCESSING CONFORMS TO THE STANDARDS FOR PERMANENT FILM; AND THAT SAMPLES OF FILM PROCESSED BY THIS SERVICE ARE PERIODICALLY TESTED TO ASSURE CONFORMANCE WITH THESE STANDARDS.

Joan A. Cokley

SIGNATURE OF CAMERA OPERATOR